

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 4898

號三十月六年一十三緒光

SATURDAY, JULY 15 1905.

六拜禮

號五十月七英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$18,000,000
Sterling Reserve.....\$8,000,000
Silver Reserve.....\$8,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUFF, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. GOSSET, Esq.
C. H. MEDHURST, Esq.
A. J. RAYMOND, Esq.
F. SALLINGER, Esq.
H. SCHUBART, Esq.
E. SHILLIM, Esq.
Hon. R. SHEWAN, Esq.
N. A. SIEBS, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
MANAGER:
SHANGHAI—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905.

INTERNATIONAL BANKING

CORPORATION.

FISCAL AGENTS OF THE UNITED STATES

IN CHINA, THE PHILIPPINE ISLANDS AND

THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS

AUTHORIZED.....GOLD \$10,000,000

CAPITAL PAID UP.....GOLD \$3,250,000

RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:

THREEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED,

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business,

receives Money in Current Account and accepts

Fixed Deposits at Rates which may be

ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 26th May, 1905.

[21]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Osaka, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Otsuka, Kobe, Malakka, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasabara, Tsubakuro, Yoshinotani, Yoshio, Yonokibara and other Coals.

S. MINAMI, Manager, Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.

7.30 a.m. to 8.00 a.m. ...Every 15 minutes.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." G. F. Morrison, R.N.R.
 "FATSHAN,"2,260 "....." R. D. Thomas.
 "HANKOW,"3,073 "....." C. V. Lloyd.
 "KINSHAN,"1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,958 tons.....Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. & C. MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain W. A. Valentine.
 "NANNING,"569 "....." C. B. Barchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howli, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

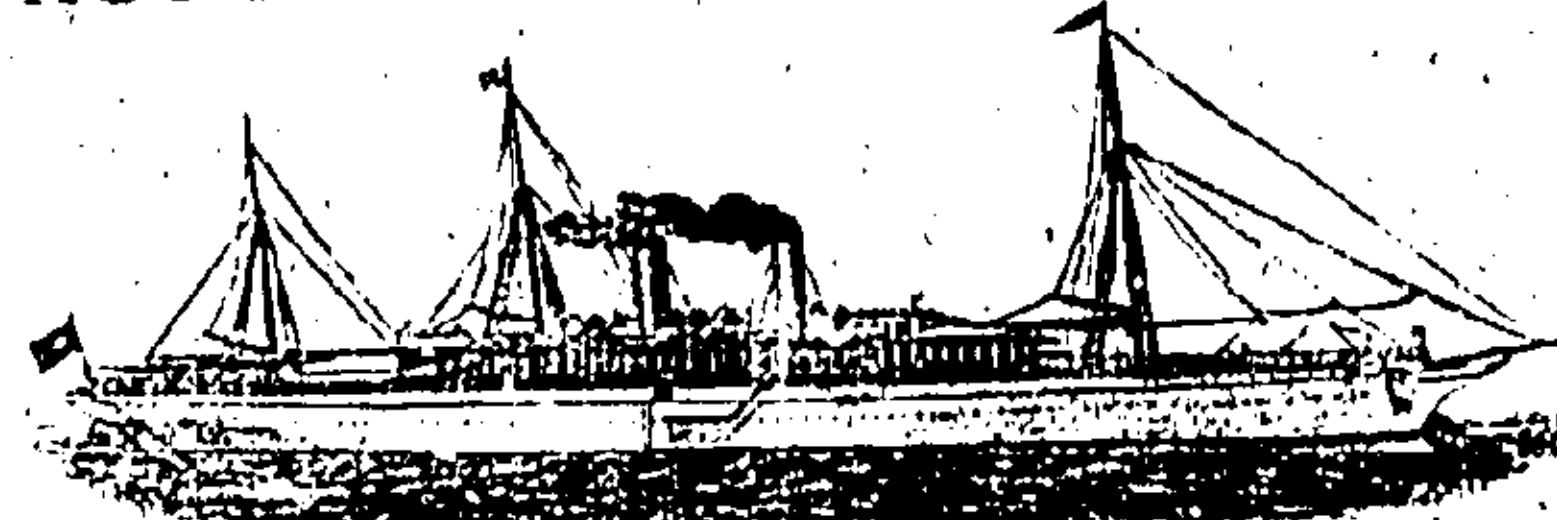
Fares:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st July, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN"	3,440	S. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.
"TARTAR"	4,425	W. Davidson, R.N.R.	WEDNESDAY, 13th Sept.
"EMPEROR OF JAPAN"	6,000	H. Fybur, R.N.R.	WEDNESDAY, 20th Sept.

Hongkong to London, 1st Class.....\$12.00. 2nd Class.....\$8.00. 3rd Class.....\$4.00.
 Hongkong to London, intermediate ports.....\$14.00. 2nd Class.....\$10.00. 3rd Class.....\$6.00.
 Steamers, and 1st Class Rail.....\$4.00. 2nd Class.....\$2.00. 3rd Class.....\$1.00.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 12th July, 1905.

HAMBURG-AMERIKA LINIE. ORIENTALISCHER DENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATE.	Freight.
BRISGAVIA	HAVRE, ANTWERP AND HAMBURG.	17th July.	Freight.
RUBIN	(Calling at SPOR, PENANG & COLOMBO).		
STHEONIA	HAVRE, BREMEN AND HAMBURG.	20th July.	Freight.
Hildebrandt	(Calling at SPOR, PENANG & COLOMBO).		
ACILIA	HAVRE AND HAMBURG.	29th July.	Freight.
Schulke	(Calling at SPOR, PENANG & COLOMBO).		
SPEZIA	HAVRE AND HAMBURG.	9th August.	Freight.
Ehlers	(Calling at SPOR, PENANG & COLOMBO).		
SAMBIA	HAVRE AND HAMBURG.	23rd August.	Freight.
Luning	(Calling at SPOR, PENANG & COLOMBO).		
RHENANIA	HAVRE AND HAMBURG.	6th Sept.	Freight and Passengers.
Förck	(Calling at SPOR, PENANG & COLOMBO).		
SCANDIA	HAVRE AND HAMBURG.	29th Sept.	Freight and Passengers.
v. Doehran	(Calling at SPOR, PENANG & COLOMBO).		
VANDALIA	NEW YORK VIA SUEZ.	about beginning of Oct.	Freight.
Haase	with liberty to call at the Malabar coast.		

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.
 Duly qualified Doctor and Stewards are carried.
 For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.

Hongkong, 11th July, 1905.

D. NOMA, TATTOOER. 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 33 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA.
 ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.
 N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN	THURSDAY, 20th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAVERN	WEDNESDAY, 11th October.
ZIGERT	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON THURSDAY, the 20th day of July, 1905, at Noon, the Steamship SACHSEN, Captain F. von L. Petersen, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 18th July, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 19th July, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 19th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR	3,237	TUESDAY, 25th July.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.
WILLEHARD	4,761	TUESDAY, 19th September.

ON TUESDAY, the 25th July, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

KOBE & YOKOHAMA.....PRINZ SIGISMUND.....TUESDAY, 1st August.
 SHANGHAI, NAGASAKI.....PRINZ HEINRICH.....TUESDAY, 18th July.
 KOBE & YOKOHAMA.....PRINZ HEINRICH.....TUESDAY, 18th July.
 SHANGHAI, NAGASAKI.....PRINZ EITEL FRIEDRICH.....WEDNESDAY, 2nd August.
 KOBE & YOKOHAMA.....PRINZ EITEL FRIEDRICH.....WEDNESDAY, 2nd August.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 14th July, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAU-KONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip.....\$12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 35 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

Messrs. BUTTERFIELD & SWIRE,

AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 5th July, 1905.

Intimations.

A BROKEN-DOWN SYSTEM.

This is a condition (for disease) to which doctors give many names, but which few of them really understand. It is a condition of the system, and is the result of the system being broken down. It is a condition of the system, and is the result of the system being broken down. It is a condition of the system, and is the result of the system being broken down.

THERAPION NO. 3

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THE EXPIRING LAMP OF LIFE

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A WONDERFUL DISCOVERY.

This is a discovery of research and experiment, which has been made by the French Government. It is a discovery of research and experiment, which has been made by the French Government. It is a discovery of research and experiment, which has been made by the French Government.

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Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
 Liebers, Sootta, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[76]

THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.

HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

IN
 RAILWAYS, MINES, WATER SUPPLIES,
 REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,

H

Intimation.

WM. POWELL,
LIMITED.

—ALEXANDRA BUILDINGS—

Des Vaux Road.

FURNISHING -
DEPARTMENT,
(FIRST FLOOR BY LIFT.)NEW
TWIN
BEDSTEADS,

from \$65 to \$385 a pair.

Stocked in
BLACK AND BRASS,
ENAMELLED
GREEN AND BRASS,
ENAMELLED
BLUE AND BRASS,
and
ALL BRASS.BEST
SPRING
MATTRESSESFOR THE ABOVE
at
reasonable prices.SOLE AGENTS
for
ADDISON'S
PATENT
PORTABLE
SANITARY
COMMUNE,

\$14.50 to \$21.50 each.

INSPECTION INVITED.

WM. POWELL,
LTD.,
HONGKONG.

Hongkong, 4th July, 1905.

Intimations.

NAVY CONTRACTS, 1905-1906.

SEALED TENDERS, in DUPLICATE, will be received by the VICTUALLING STORE OFFICER, H. M. VICTUALLING YARD, Hongkong, until Noon on TUESDAY, the 1st August, 1905, for the supply of CEYLON TEA for the use of H.M. Navy on the China Station.

Forms of Tender and further particulars can be obtained on application.

Samples should accompany Tenders.

The right to reject the lowest or any Tender is reserved.

WM. HOGARTH,
Victualling Store Officer,
H. M. Victualling Yard,
Hongkong, 10th July, 1905. [649]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 11th July, 1905. [734]

THE WEST POINT BUILDING
COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.
Hongkong, 11th July, 1905. [735]

THE CLUB LUSITANO, LD.

NOTICE.

THE Certificate No. 147 for 20 Shares in the above Company numbered 11 to 36, 59 and 63 and 64, 87 and 88, 140, and 178 is hereby given that a duplicate Certificate for the said Twenty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

By Order,
H. M. BASTO,
Acting Hon. Secretary,
Club Lusitano, Ltd.
Hongkong, 24th June, 1905. [681]

BAY VIEW HOUSE,
MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."
Macao, 7th June, 1905. [641]

A FOOK & Co.,
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.
Hongkong, 13rd February, 1905. [652]

Dentistry.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D. D. S.,
37, DES VEAUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904. [66]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AQUILA STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 10th July, 1904. [666]

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report dated 14th inst., Messrs. Benjamin, Kelly & Potts state:—

Business has been a little brisker during the past week, and most of our leading stocks are in demand. In Hongkong and Shanghai Banks, quite a phenomenal rise has to be noted, but very few shares have actually changed hands.

Banks.—Owing to the splendid result of the six months' working and the success attended the flotation of the new Japanese loan of £30,000,000, Hongkong and Shanghai Banks have boomed from \$840 to \$390 during the week, and shares changed hands at this price. The quotation in London has also further appreciated, and closes at £90. Subject to audit, the directors will recommend at the forthcoming meeting a dividend of £1 15/- per share, add \$500,000 to silver reserve fund, and carry forward as \$1,700,000. Nationals have advanced, and are in demand at \$38.

Marine Insurances.—Cantons have improved to \$3 5/- at which price shares are in request. China Traders suffered a heavy decline and were placed at as low as \$67 but since then the market has considerably strengthened and now closes with sales and further sellers at \$78. We understand that a special meeting of shareholders has been convened for Monday, the 17th instant, to consider a proposal received from the Union Insurance Society of Canton, limited, for an amalgamation of interests of the two companies. Unions have risen to \$705.

Fire Insurances.—Hongkong Fires have hardened and have been negotiated at \$305. China Fires may be obtained at 85.

Shipping.—Hongkong, Canton and Macao Steamboats have been booked at \$164. Indo-Chinas have advanced and sales at \$97 \$98, \$99 and \$100 (cum dividend) have been effected, closing with buyers at \$93 ex the dividend of 12 shillings (\$6.30) paid yesterday. China and Manilas are quiet at \$30. Douglas Steamships are quoted at \$36 and Star Ferries are unchanged and without business. Shell Transports have weakened to 21/- and are offering.

Refineries.—China Sugars have still further depreciated and have been disposed of \$100 closing with further inquiries. Luzons remain weak at \$31.

Mining.—Raubas have been sold at \$64 and Chinese Engineerings are offering at \$18. Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks are in demand at \$106 after sales at \$105. Farahams have changed hands at \$140. Kowloon Wharfs are firm at \$95 and Hongkong Wharfs have again been done at \$187. Gen. Fenwicks (old) are to be had at \$9; the new shares (of which only 6,000 have been issued) are quoted at \$27. New Amoy Docks are on offer at \$18.

Lands, Hotels and Buildings.—Hongkong Lands have found buyers and close in further request at \$117. Shanghai Lands can be placed at \$123. Hongkong Hotels remain dull at \$138. Asor House Hotels have been dealt in at \$31 and \$31 1/2 at which latter rate more shares are obtainable. Humphreys Estate have been fixed at \$123.

Cotton Mills.—Ewos have jumped to \$14.48 and are inquired for at the rate. Internationals have been bought at \$14.48, \$14.42 and \$14.43, and Laou-Kung-Mows have buyers at the improved rate of \$14.48. Hongkong Cottons are neglected at \$164.

Cigar Factories.—Sumatras are unaltered at \$15.68.

Miscellaneous.—Green Island Cements continue weak at \$26. Electrica are quiet at \$17 and \$18 for the old and new shares respectively. The tenth annual meeting of the Bell's Asbestos Eastern Agency, Limited, took place in London on the 2nd ultimo. The profit, inclusive of the balance brought forward from the previous year, amounts to £1,085. 9s. 1d. which the directors recommended should be allocated as follows:—To set aside £350 as a reserve for bad and doubtful debts and depreciation on launch, to write £500 off "Purchase of trading rights", to pay a dividend of per cent. (one shilling-threepence per share) absorbing £464, 17s. 6d. and to carry forward £770 11s. 7d. Shares are asked for at \$7. Langkats have been parted with at \$14. 18s. and further shares are wanted. Other stocks under this head are unchanged.

YARN MARKET.

In their report, dated 14th instant, Messrs. Cawajee Pallanjee and Co. write:—Our last report was dated the 30th ultimo per *s.s. Nubia*. In the early portion of interval our yarn market continued firm and a quiet but steady business was passing at an advance of \$1 to \$1 per bale owing to firmness of holders. Latterly a large native operator suddenly put in an appearance and commenced buying freely all counts and grades of twist which resulted in another rise of \$1 to \$2 per bale in values and caused other buyers to hold entirely aloof. Harvesting operations have now commenced in the interior and deliveries from first hands are consequently greatly checked and with incessant arrivals our stockpile accumulating. The market closes firm and steady. No 6s. fairly saleable at advance of \$1 per bale. No 8s. Nothing doing. No 10s. a good business has been put through at an improvement of \$1 to \$2 per bale. No 12s. moderately active and prices higher \$1 to \$2 per bale. No 16s. special chops easily saleable at an appreciation of \$1 to \$3 per bale. No 20s. extreme rates have checked consumption and only a small business has been passing at quotations under country orders. Sales during the past fortnight comprised of about 175 bales of No. 6s., 4,950 bales of No. 10s., 1,925 bales of No. 12s., 1,900 bales of No. 16s. and 1,350 bales of No. 20s. in all about 8,400 bales. Arrivals per steamers *Lightning*, *Ichia*, *Lai-jang*, *Maragon* and *Coromandel* of about 16,000 bales. Shipment to Shanghai and Northern Ports about 5,000 bales. The unsold stock is estimated at about 47,000 bales.

Local Yarn.—A good business continues to be done in these threads and sales of about 900 bales Nos. 10s. and 12s. at from \$105 to \$114, all long delivery, have been reported.

Japanese Yarn.—Supplies are diverted to the northern ports where prices ruling are more favourable than our quotations.

Exchange.—We quote to-day on India at Rs. 14 1/2 per cent. London at 14 to 15 1/2. —

Entertainment.

GRAND OPENING NIGHT,
TUESDAY, 18th July, 1905.SANDOW,
THE PERFECT MAN.

EXPONENT OF PHYSICAL CULTURE,
and
GRÆCO-ROMAN ARCHA.

SUPPORTED BY HIS PUPILS OF ALL NATIONS.

MR. SANDOW has with his Company one pupil developed by his system of every prominent nation who takes part in the performance in all kinds of feats of strength and athletic sport.

THE LARGEST COMPANY TOURING THE EAST.
Mr. BERT FLATT, America's Musical Comedian.
Mr. JOHN D'ORASAMI, the Indian Violin Phenomenon.
Mr. AUGUST DEWAL, Trapese Equilibrist, and SANDOW'S 25 PUPILS.

EXPERT WRESTLERS AND GYMNASTS.
Plan at the ROBINSON COMPANY.
Prices \$1, \$2 and \$3.
Doors Open 8 P.M. Overture 9.
A late Tram to the Peak will be run every night fifteen minutes after the performance.
Hongkong, 15th July, 1905. [741]

Notices of Firms.

NOTICE.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

MR. WILLIAM WILSON has this day assumed charge of the Company as ACTING CHIEF MANAGER during the absence on leave of Mr. W. B. DIXON, or until further notice.

By Order of the Board of Directors,
C. P. CHATER,
Chairman.
Hongkong, 12th July, 1905. [740]

NOTICE.

THE authority given by us to Mr. A. M. D. CRUZ to sign the name of our Firm per procurator has been withdrawn.

NARRETTO & Co.
Hongkong, 12th July, 1905. [738]

NOTICE.

WE have this day established ourselves at No. 15, Queen's Road Central, as GENERAL MERCHANTS AND COMMISSION AGENTS, under the style of CRUZ, BASTO & Co.

A. M. DA CRUZ,
J. M. F. BASTO.
Hongkong, 12th July, 1905. [739]

Auction.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,
of
VALUABLE LEASEHOLD PROPERTY,
situate at Wing Lok Street, Victoria, Hongkong,
ON
FRIDAY,
the 21st July, 1905, at 3 P.M.,
BY
Messrs. HUGHES & HOUGH,
Auctioneers,
at the premises.

THE Property is registered in the Land Office at Section A of MARINE LOT No. 221 with the Messuage and Buildings thereon, known as No. 100, WING LOK STREET. Annual Crown Rent \$12.14.

For further particulars and conditions of sale, apply to—
EWENS, HARSTON & HARDING,
Vendor's Solicitors,
or to
Messrs. HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th July, 1905. [742]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company, are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong 28th May, 1895. [52]

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London Have ex *s.s. Grims* and *Maid*, from Havre ex *s.s. Marila*, and from Bordeaux ex *s.s. Villa de Marsella*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 18th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th July, or they will not be recognised. All damaged packages will be examined on TUESDAY, the 18th July, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent,
Hongkong, 15th July, 1905. [7]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, ex *s.s. Moldavia*.
From Australia, ex *s.s. Britannia*.
From Calcutta, ex *s.s. Sarda*.
From Persian Gulf, ex *s.s. L. S. N.* and *H. & P. S. N. Co.'s Steamers*.
Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.
Hongkong, 13th July, 1905. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MAZAGON,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.
Hongkong, 11th July, 1905. [2]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 11th July, 1905. [18]

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NUMANTI,"
FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent,
Hongkong, 11th July, 1905. [12]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARI,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods delivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 12th July, 1905. [737]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA"

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. FRIDAY, the 14th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, 13th July, 1905. [741]

Intimations.

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that this is on this basis that the world-wide popularity of

WAMPOL'S PREPARATION

rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. "Watch carefully against imitations." Sold by chemists throughout the world.



Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNE WILTS-England

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,

50, Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905. [579]

THE WINE GROWERS

SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

SHERRIES.

DIRECT SHIPMENTS FROM SPAIN.

Sherry \$8.00 Per Dozen

Pale Sherry Dry (Gold Capsules) 10.00 "

Pale Sherry Dry (Red Capsules) 14.00 "

Gold Sherry (Yellow Seal) 15.00 "

Manzanilla (Red Capsules) 16.00 "

MADIRA.

Silver Capsules \$12.00 "

Gold Do. 14.00 "

Red Do. 16.00 "

Intimations.



**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED 1841.

**WINE AND SPIRIT
MERCHANTS.**

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY

**GEO. G. SANDEMAN SONS &
CO., LTD.**

Per dozen.

Light Dry	\$13.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Nutty	24.00
Fine Old Brown	36.00

**A. S. WATSON & Co.,
LIMITED,**

Agents in Hongkong and South China for

SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST.

BUT

THE BEST!

GREGOR & Co.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 15, 1905.

AGAINST BEACHCOMBERS.

An unenviable reputation has been gained by Hongkong as the home of the wanderer, the ne'er-do-well and the vagrant—more familiarly known as the beachcomber. For years, Hongkong has apparently been the final resort of those whose first and last plea is that the world owes them a living, although they take no steps to earn that living. Periodically, batches of the more deserving have been helped to leave the Colony, but no sooner has one lot been sent away to try their luck in new fields than the average is maintained by the influx of new claimants to the world's charity. Seamen, engineers and stokers have been the worst offenders in this respect. The seamen have "jumped" their ship because they could not endure the food provided, or they had some grievance against the officers. Engineers and firemen found themselves on the beach for a variety of reasons—they lost their boat, or they had taken French leave, or they were tired of the sea and found Hongkong a pleasant place, for a time, in which to live on indiscriminate charity. Whatever the cause of their position, they invariably became in the end a public burden. If they found a philanthropist—and there are more philanthropists in Hongkong than would be believed—they would journey to Singapore and take that town by storm. The dumping of Hongkong beachcombers in neighbouring ports aroused much indignation, and Singapore especially has repeatedly protested against the practice. But nothing could be done with this class of people in Hongkong. As a rule, they found themselves rebuffed when they started to look for work, and eventually they gave up the effort, and lived by preying on the good-nature of the people in Hongkong. Should they be caught by the police authorities in the act of begging or contravening the Vagrancy Ordinance they were sent to the House of Detention and segregated from the criminals. Apparently the treatment meted out to them at the House of Detention has proved too mild and lenient. Some of those who had landed in that institution lived from month to month at the expense of the community, provided with ample meals and sheltered from the cold weather in winter. Recently the Legislative Council took up the question and passed a series of amendments to the Ordinance intended to make the House of Detention a vastly less desirable abode in the future than it has proved in the past. Under the regulations of the Ordinance as amended, a vagrant who may now be sent to the House of Detention will have to work for his living. At the pleasure of the Superintendent, he may be set to work at an industrial trade, preferably his usual trade; or he may have to perform the monotonous task of picking a pound and a half of opium a day; or he may be required to turn a crank 7,000 times; or do "any other work of a hard bodily nature which the Governor shall from time to time approve." The vagrant, however, will not be prevented from exchanging the seclusion of his cell for the freedom of a useful existence. He will be "permitted to go out every day, except Sundays and other holidays, during such hours as the Superintendent may specify, for the purpose of seeking employment, provided that he has completed the work prescribed for that day." In some respects these regulations are akin to those in force in the casual wards of England. When a tramp goes to the workhouse in an English city or village he has to perform an allotted task in return for his bed and breakfast, and if he fails to do it, he becomes amenable to the law and usually finds himself landed in prison. It can hardly be argued then that these new regulations are unduly harsh on the self-constituted beachcomber, whose presence in the Colony is a nuisance, and may, as has happened in the past, become a menace. They will have the effect of making a potential vagrant think twice before he casts himself adrift on the beach at Hongkong. They will deter the loungers of Shanghai and Manila from throwing themselves on the mistaken generosity of Hongkong residents. And Hongkong will be shunned by the nomad and the loafer as a leper spot on the China coast. After all, Hongkong is no place for the labouring man, the out-of-work seaman, or the unemployed stoker. Hongkong is not a terminus port; shipmasters are not in the habit of enrolling crews at this port; and in civil life all the work that an unskilled white labourer is capable of performing can be done quite as well, and at a much cheaper rate, by the Chinese coolie. If the news is scattered broadcast over the Far East, that vagrants are not desired in Hongkong, that they are treated almost on a par with criminals, that they have to work for their bare living, and are subject to all the rules, and the penalties which follow the infraction of these rules, of the prison or the House of Detention as it is euphemistically termed, there will soon be a marked diminu-

tion in the number of wags and strays who wander aimlessly round Hongkong. It is, however, to be regretted that no scheme could be suggested whereby those who are committed to the House of Detention might labour at some useful work. Picking oakum or turning a crank is labour absolutely thrown away. Surely it might be possible to set these people to work at some occupation which, while it brought in some return to the Government and did not interfere with the labour market, taught the vagrants a useful lesson which could afterwards be turned to account. But that is perhaps too Utopian an idea to bear fruit in Hongkong. The main object of the authorities is to clear the colony of beachcombers. It is safe to predict that the character of these new regulations will effect that purpose, and once free from the fraternity it is not likely that they or their prototypes will again make their appearance in Hongkong.

LOCAL AND GENERAL.

THE annual returns of the Subordinate Court for the year 1904 are printed in the *Gazette*.

THE next Criminal Sessions of the Supreme Court will be held on Tuesday, the 18th inst., at 10 a.m.

THE finding of the Marine Court of Inquiry into the stranding of the *Travancore* is published in the *Gazette*.

A *Gazette* notification states that no person shall keep a boarding house for Chinese Emigrants unless he shall have taken out a licence.

Mr. J. F. Boulton has been appointed to act as assistant Director of Public Works during the absence of Mr. P. N. H. Jones, with effect from the 3rd inst.

No dog brought from Penang and the Federated Malay States will be permitted to land in this Colony for a period of six months, from the 10th inst.

THE Government notification of the 20th December last, declaring Brazil to be a country which grants bounties on the production or export of sugar, is cancelled.

FROM and after to-day, the rate of postage on letters from Hongkong and British postal agencies in China to Australia will be 4 cents for each half ounce or fraction thereof.

H. E. THE Governor has been pleased, under instructions from the Secretary of State for the Colonies to recognize provisionally, pending the issue of an Exequatur, Mr. J. Gascon Gonzalez de Bernedo, as Consul for Chili at Hongkong.

ANOTHER instance of how smoking conduces to longevity arrives from France. The manager of the Dunlop Tyre Factory, who was shot at by a discharged employe, has been saved by the bullet flattening itself against a silver cigarette case in his breast pocket.

In a daily paper in Colombia, South America, a new feature has been started showing the from of Government prevalent at nine o'clock every morning. The announcement comes immediately under the weather forecast, and is found extremely useful to busy city men.

JAPANESE Panama hats, which have recently been placed on the market, are said to be as fine in texture as the foreign make, costing only one-third of the latter. This is the result of the recent invention by a Japanese of a method of bleaching the material for this description of hat.

In Japanese Government circles, it is proposed to enact the law of navigation in the Inland Sea, in order to prevent the occurrence of shipping mishaps there. According to the law, any vessel overtaking another must signal to the latter for permission to pass. In addition, all vessels must have their anchors and boats lowered to the sides of the hull during the passage of the sides.

THE *China Review* is justly upon the war-path. It says, "Coward Adam—Accursed Eve—The American Boaster—The Social Blight," are among the titles of chapters in Miss Marie Corelli's new book. The distinguished authoress seems hardly to have gone into all the cankers of our modern organisation. Why omit sections on the Unmentionable Reviewer, the Burden of Bridge, Parrots and Poltroons in Parliament, and the Egregious Effrontery of Everybody and Everything?

CHAN Po, a comrade of Queen's Road, West, was placed before Mr. F. A. Hazledine this morning on the charge of selling intoxicating liquor during prohibited hours, to wit, midnight, last night. A Chinese constable was passing at the time and seeing a *fohi* hand out a bottle arrested him. Defendant said he had a lot of new *fohis* and they did not know the law. His Worship, in inflicting a fine of \$50 on the comrade, told him to see at once that his *fohis* were instructed in the law on the subject.

"You and your theatre are always causing trouble, and you are here before me far too often," said Mr. F. A. Hazledine this morning to the proprietor of the Ko Shin Theatre, when the latter was charged with allowing spectators to stand about the gangways and wings of the theatre, during a performance. The manager of this practice, in case of fire, is impetuous, and it was pointed out that the proprietor constantly permitted it, though he had been fined before for a similar offence. The defendant said he was getting rid of the theatre, negotiations being completed for its sale. "A good thing too if in the meantime you will pay a fine of \$50," added his Worship.

A BLANK plague return was issued by the Sanitary authorities to-day.

H. E. Sir Matthew Nathan will distribute the prizes to successful scholars at the Italian Convent next Saturday afternoon.

THE number of mines laid by the Russians in the waters at Port Arthur must have been over 3,000. The work of clearing them away has made great progress, but it is believed that some 1,500 to 2,000 still remain to be dealt with.

THE petition of Alfred Sidney Wilson for the admission to probate of the will of Walter Noyes Morehouse, was heard in the American Consular Court at Shanghai. His Honour said that an order of Court would be made admitting the will to probate and granting letters of administration to Captain Thomas Bassett.

IN the course of details concerning the Battle of the Japan Sea which have been supplied to the *Yorobu* by Mr. Muto, M.P., it is stated that among the papers on the captured battleship *Imperator Nicolai I* was found a notable proof of Korea's insincerity towards Japan. It consisted of a letter of sympathy sent to the Baltic Fleet by Yi Kontaik in the name of the Korean Government.

THE ten ricksha coolies who were arrested for assaulting Leung Kam, another ricksha coolie, after inviting him into a house in Square Street to have a gamble, and stealing from him \$7.50, were placed before Mr. G. N. Orme this morning, when they all denied their complicity in the affair, and tried to set up *alibis*. The case was remanded until Monday, the fourth defendant being allowed bail in the sum of \$50 he being the alleged thief as regards the \$7.50. The rest were allowed bail in \$10 each.

THE difficulty of obtaining and transporting fresh foods in Alaska has resulted in an excessive use of canned goods. Indeed, the natives have come to consider Americans and canned goods as altogether inseparable. Recently someone sent a present of a phonograph. It was the first one in Alaska, and was made the special attraction at a meeting and entertainment held in Sitska. The natives were intensely interested, and gathered round to hear the first selection, which happened to be the Lord's Prayer. After it was concluded there was a moment of impressive silence, and then one of the Indian chiefs, with a flash of inspiration, and pointing to the phonograph, exclaimed, "Ah! Him canned missionary!"

IN a character sketch of John Roberts it is stated that on one occasion he was playing billiards at the house of Sir Reuben Sassoon, who was entertaining King Edward. Instead of his usual exhibition of fancy strokes, the King suggested that Roberts and Lady Sassoon should play too up level, the conditions being that Lady Sassoon should score in the usual fashion, while Roberts was to be limited to a single shot each time he went to the table. If he made a cannon it was to count two, if he made a ten shot it was to count ten, but he was not to continue his break. Lady Sassoon in the end won by three. "It was far more interesting," added Roberts "than an exhibition game with Dawson."

THE two seamen, A. Simpson and W. Hicks, of the s.s. *Adato*, who were charged on Thursday with unlawfully remaining in the Colony after their vessel sailed, were placed before Mr. F. A. Hazledine this morning on regard. Mr. A. H. Plummer, of Messrs. Bradley & Co. said that the *Adato* had gone to Calcutta, and he could not say when she would be back, as he believed she was to load thence for home, and might not return here for several months. His Worship adjourned the case. Sergeant Lee asking to have it set for Monday next, as a third member of the same crew who deserted, and who was subsequently found starving on the hills above the Happy Valley and was removed to Hospital, was summoned to appear on that day. The case was set for Monday.

THE Russian Government is reported to have ordered from a Hanover firm a large consignment of automobiles, including all parts and tools likely to be required in their repair during the use of them in a long campaign. The Russian Government is thus the first to realise the advantage and make practical use of the automobile in war, and, indeed, intends to use it in a country where, up till now, one would have believed it impracticable. The cars will be used under conditions which have never before been imposed on them. The Russian war administration, in view of this, had the automobiles tested previously by a General, in company with the contractor, Herr Warnecke. The trials consisted of long journeys, not upon roads, but upon rough tracks over the open. On this account only the very best of material and high-powered four-cylinder motors were used. The tests were exceedingly severe, but in spite of this had the best of results.

PRINCE Eddy, the eldest son of the Prince of Wales, will soon hoist his flag as an Admiral of his own Fleet. The "Fleet" is rapidly approaching completion at Sheerness Dockyard in the shape of a 42-foot brig and is under order for Virginia Water. The brig upon whose quarter-deck the young Prince will rule was once a naval packet boat. By the King's orders it is being transformed into a miniature replica of the naval training brig recently abolished. The boat has been partially decked, and has masts, spars, rigging and sails complete, all made to scale; a cut-water has been added to the little vessel's stem and it is adorned with a figure-head of the King in full uniform as an Admiral of the Fleet. The interior of the craft is being fitted as a luxurious little saloon. A small party of shipwrights are now working overtime on the vessel, and it is expected that she will be ready for launching in a short time. When completed the brig will be towed up the Thames by a naval launch and re-rigged at her moorings on Virginia Water, where Prince Eddy will hoist his flag.

THE following extraordinary statement has been sent home from the Bombay Presidency, India. In one of the British regiments the cornet player in the regimental band was suffering from decayed front teeth, which defect in a great measure impeded his playing. The band president sent the man to a dentist and had him supplied with new front teeth. The man's time expired in the course of some months and he claimed his discharge. But before he was struck off from the regiment the band president insisted upon the teeth being given up, as they were part of the band property!

IN a communication dated from Kobe, Mr. Sutor, Commercial Agent in the East, says that New South Wales lead is still in active demand. He understands that a large contract has been arranged for, extending over a period of three years or more. Australian copper is each year coming more into favour, especially copper of a 99½ per cent. purity. Mr. Sutor urges that trade marks should be registered with all speed. He has been informed that an inferior quality of copper has been introduced under a well-known South Australian brand, which is always in demand. The only way to stop this fraudulent practice is by registration of trade marks. So much depends upon uniformity of quality in China that a few spurious imitations of well-known brands will bring Australian products as a whole into disfavour.

A COOLIE living in Des Vieux Road, West, imbibed too freely yesterday with the result that trouble followed. It is alleged that as he was going out of his room the landlord demanded the payment of back rent, and this seems to have upset the coolie who was subsequently found lying on a bed with blood issuing from a wound in his wrist. Inmates of the house gave "first aid" and sent for the police for secondary assistance. Upon their arrival he was removed to hospital, and now accuses the landlord of assault, alleging that the man cut his wrist. No knife or other weapon was found in the room although it was noticed that one of the windows was broken and from this there was a track of blood to the bed. The landlord was placed before Mr. Orme this morning, but as the coolie was unable to be in attendance the Magisterial investigation had to be postponed.

PHYSICAL CULTURE.

It is now some years since Eugen Sandow was responsible for a reversion of feeling in the English metropolis, and consequently in great Britain, in favour of physical culture. By that is meant, not merely the cultivation of the system of physical education which Mr. Sandow has given his name to—an admirable system in itself, largely based on systems which have been in vogue on the continent of Europe for years, and well calculated, under proper supervision, to give splendid results—but also of generally physical training as taught in gymnasia, calisthenic schools, and other establishments of a like nature. Despite this reaction in the interest of physical development, in England at any rate it has extended mainly in one direction—that of filling the requisites of the more or less leisured. It has not yet been made a national matter, nor have those whose duty it is to bring it home to the people taken measures to provide for the general physical welfare of the nation. Perhaps, in an old country, with old-established ideas, old systems, and old prejudices, it would be difficult to make a radical alteration in education generally, such as the institution of a compulsory system of physical education, the erection and equipment of suitable halls, and the engagement of thoroughly competent instructors would involve. Yet, even if conscription does not become part of the British Constitution, something will have to be done which will help to prepare the people for possible eventualities, so as to maintain the supremacy of the British race; and that something will have to take the form of physical education—in other words, the promotion of physical culture.

In a country such as this, where brain power, associated with physical strength, is necessary to success in life, it is incumbent on those responsible for the welfare of the nation to devise means by which mental and physical education may progress hand in hand, so that the body in the future will support the brain in its work. Eugen Sandow has come amongst us to show us that very much has been left undone in the matter of physical culture. There is room here for both Government action and individual philanthropic effort. On the continent of Europe—in Germany, Switzerland, Belgium, Holland, Denmark, and Sweden—the Governments devote subsidies to the support and maintenance, outside the schools, of societies promoted to teach gymnastics. By gymnastics they understand the cult of harmoniously developing the body. In all schools gymnastic training is compulsory. In every town, small or large, the municipalities erect halls equipped for gymnastic purposes, which are leased on nominal terms to societies, while general instructors are appointed and salaries paid in the same manner as the Government pays and appoints drill instructors in Volunteer corps. Gymnastics, or any description of physical training, cannot be carried on save under proper supervision, and the instructors must be thoroughly competent. They must have a thorough knowledge of the theoretical as well as the practical part of their work. In Great Britain generally much has been done by individual philanthropy, but such private effort, unless supported and aided by the Government of a country, cannot hope to be wholly successful. While treating of the subject of physical training for outdoor work, it may be said that the pastimes of cricket, football, lawn tennis, hockey, baseball, golf, and athletics and cycling are excellent and valuable adjuncts to physical education. Here, again, in schools, none of these games should be followed save under proper supervision; in football, athletics, and cycling, in particular, a proper medical examination should precede participation.

THE HONGKONG ELECTRIC CO., LTD.

MEETING OF SHAREHOLDERS.

Shareholders in the Hongkong Electric Co. Ltd. met for their sixteenth ordinary yearly meeting at the company's offices, St. George's Building, at 12.30 p.m. to-day. There were present Mr. A. G. Wood, chairman of directors, presiding; Hon. Sir Paul Chater, Hon. Mr. C. W. Dickson, and Mr. G. H. Medhurst (directors); Messrs. E. W. Terry, H. Carmichael, J. Wheeler, R. Roberts, A. O. Baptista, A. Chew, Lim Shui Lim, J. R. Michael, P. Tester, J. W. C. Bonnar, and W. H. Wickham, manager.

The notice calling the meeting was read. The Chairman said:—The report and accounts having been in your hands for some days, I trust I have your permission to follow the customary course and to take them as read. The directors have much pleasure in submitting these accounts to you as they show a steady increase in the company's operations, our services now equalling upwards of 34,500 lamps of 8 candle power, 85 arc lamps and 15 lifts, against last year 27,500 lamps of 8 candle power, 85 arc lamps and 12 lifts. Our earnings have increased correspondingly, the balance of profit and loss amounting to \$112,199.88 against \$99,969.77 last year. In dealing with this credit balance, after deducting directors' fees in the manner proposed, viz., to pay a dividend of 10 per cent absorbing \$45,000 and writing off plant account for depreciation \$32,048.75, leaving a balance of \$35,151.13 carried forward to next account, the directors would have liked to propose a larger dividend and a smaller amount written off, but they have been restrained from doing so by the following considerations: First, that in all probability we shall require to call up the balance of the unpaid capital, \$50,000 before the end of the year, and by paying a 10 per cent dividend now they will be in a better position to maintain the same per centage next year on the larger capital, and next because some important alterations are about to be made in our distributing system, that is, we are about to replace the greater portion of our overhead wire service through the Central and Eastern parts of the City by underground cables. This amounts very much to replacing an old system of service by a new one, with the sacrifice of the old one. This last has, however, quite reached its capacity for service, whereas the new system will enable us to supply a better service through the districts concerned and will allow of extensions into more distant districts as may be required. The cost of these alterations will amount to about £12,000, and although they will be considerable improvements, still they are very much replacements of old plant by new, and as such have been taken into account by the reports in dealing with the distribution of the funds at their disposal. In the report we have mentioned that we are building a new chimney at the works, the present one being found inadequate to requirements. The cost of this will come into next year's accounts. In the month of March last, tenders for lighting the roads in the Peak district were called for by the Government. Accordingly we put forward one and subsequently learned with regret that our application was unsuccessful. I have only one other matter to put before you and that is about the close of our financial year, now the end of the month of April. We find this for many reasons an inconvenient date for us, whilst two months earlier say the end of the month of February would suit us much better. This involves only altering the date of our financial year to the last day of February, which the directors have power to do; if you approve the coming financial year for us, we will thus be 10 instead of 12 months, after that the course will be as usual.

No questions were asked. The Chairman moved the adoption of the report and accounts.

Mr. J. R. Michael seconded, and the motion was unanimously carried.

DIRECTORS.

On the proposition of Mr. J. W. C. Bonnar, seconded by Mr. P. Tester, the appointments of Mr. G. H. Medhurst and the Hon. Mr. C. W. Dickson to the board of directors *vice* Messrs. E. S. Wheeler and W. J. Gresson resigned, were confirmed.

Mr. J. Wheeler moved, and Mr. H. Carmichael seconded, the resolution that Messrs. A. G. Wood and G. H. Medhurst be re-elected directors. Agreed.

AUDITORS.

Mr. E. W. Terry proposed, and Mr. Lim Shui Lim seconded, that the Hon. Mr. Gershom Stewart and Mr. C. W. May be re-elected auditors. Agreed.

The Chairman—That is all the business. I have to thank you for your attendance and to state that dividend warrants will be ready, on application, on Monday.

THE WEATHER.

The following report is from Mr. F. G. Flagg, First Assistant of the Hongkong Observatory:—On the 15th at 12 to a. The barometer continues to fall slowly over S. China, Formosa and the Philippines. There are indications of the existence of a depression in the Pacific to the E. or S.E. of Luzon.

Gradients continue slight, and light S. winds may be expected in the Formosa Channel, and moderate variable winds over the N. part of the China Sea.

Forecast:—variable winds, light; fine.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Gregory Ahear*) 17th inst.
German (*Prins Heinrich*) 17th inst., 6 p.m.
Canadian (*Athenian*) 18th inst.
American (*China*) 19th inst.
Canadian (*Empress of China*) 24th inst.
German (*Prins Sigismund*) 31st inst.

The P. & O. S. N. Co.'s s.s. *Malacca* left Singapore for this port on 14th inst., at 6 a.m.

The A. & O. S. s.s. *Coulton*, from New York, left Singapore on 14th inst., and is due here on 20th inst.

The P. & S. S. Co.'s s.s. *China* arrived at Manila on 13th inst., at 9 p.m., and is expected to sail from there on 17th inst., and is due here on 19th inst.

TELEGRAMS.

[Reuter's.]

Great Britain and France.

London, 13th July.

The Paris Municipal Council has accepted an invitation from the London County Council to visit London in October.

The Peace Plenipotentiaries.

M. Muraviev has resigned his appointment of plenipotentiary at the approaching Peace Conference, ostensibly on the grounds of health.

Later.

It is officially announced that M. de Witte replaces M. Muraviev as chief of the Russian plenipotentiaries.

The Peace Prospects.

Russia has been given distinctly to understand that there can be no question of an armistice until the base of peace is accepted.

The Explosion in the "Implacable."

Four more deaths have occurred from the explosion in H.M.S. "Implacable."

The British Fleet at Brest.

The festivities and the good feeling at Brest, induce the French newspapers to discuss the possibility of developing the *entente* into an alliance; they point out that the naval combination would be irresistible.

SHIPPING JETSAM.

MORE COOLIE FOR AFRICA.

The s.s. *Katherine Park* sailed at 10 o'clock last night for Durban direct, having 1,850 coolies in transit from Cheloo and Tientsin, and a quantity of cargo from this port.

It is notified in the *Gazette* that a rock has been discovered, with six feet of water on it at L. W. S. to the NE. of East point of Stonecutters' Island, situated N 36° E. 1,350 feet from the Trocadero Rock buoy. This rock will be marked, from the 1st August, by a white sun buoy, with *Hankow* in black letters thereon. From the same date, the Trocadero Rock buoy will be a white sun buoy, with *Trocadero* in black letters thereon.

OPIUM AS A MEDICINE.

INSTITUTION OPENED FOR TREATING ILLS BY THE PIPE.

The bare announcement that an institute for the accommodation of those who would smoke opium has been established in the prosaic neighbourhood of Red Lion-square, London, is calculated to give imagination free; the fact that it is discreetly titled "The Pyrothetic (O.P.) Institute," suggesting a theatrical flavour to those who are not acquainted with all the possible meanings of O.P., is enough to make imagination take the bit between her teeth.

There would, naturally, be found within the dull shell a riot of luxurious elegance. One could see mirrored, gilded room, with thick Oriental carpets, on which the foot fell noiselessly; a soft, subdued light from shaded lamps; languorous couches that invited ecstatic dreams, and, of course, beautiful handmaidens flitting to and fro, bearing light refreshments.

The reality: A waitingroom, like a thousand other waitingrooms, in which patients glare at each other before they see the doctor, and a consultingroom, rather more bare of furniture than most, with a couple of not very easy chairs, a small table, on which is a spirit lamp and two or three opium pipes, and if it were permitted to give the name of the doctor who receives you, it would be that of a most distinguished physician and surgeon of the highest possible repute, who has gained fame for his treatment of one terrible disease.

It has long been known that the Chinese opium pipe, so much abused in that country and elsewhere, is yet of very considerable therapeutic value. The late Dr. J. W. Shadchin endeavoured, some years ago, to introduce it into the medical practice of Europe, prescribing it extensively for chest complaints, neuritis, and other maladies involving pain, spasm or progressive wasting. Although "pyrothetic inhalation," as this mode of administering medicinal substances is termed, is said to be often more effectual than any other, his attempt failed, partly on account of rooted prejudice, partly because the medical faculty were not conversant with the peculiar art of smoking the pipe.

With stringent precautions against misuse, there is no apparent reason, according to the eminent authority who has established the institute in Red Lion-square, why the opium pipe should not be resorted to in suitable cases. As a matter of fact, he says, the effect of opium vapor is stimulant, not narcotic. At each whiff the quantity of morphia which is conveyed to the lungs and thence into the system is extremely minute. An excessive dose is utterly impossible, as a voluntary act, for opium smoking is a slow and relatively tedious process. The knack of accomplishing it at all demands intelligence, and even when this knack has been acquired considerable time is needed for the absorption of a very tiny dose of the opium alkaloids. It thus presents an emphatic contrast to all other methods of administering these substances.

Numerous distressing maladies, it is contended, can be more successfully treated by pyrothetic inhalation than by any method previously known. Nervous sleeplessness is counteracted at once, and the most direct and useful effects are produced in spasmodic and convulsive affections of the nervous system. In cancer it has been tried with great success not merely for alleviating pain, but with the object of holding the disease directly in check.—London *Chronicle*.

CANTON CHRISTIAN COLLEGE.

STONE LAYING CEREMONY.

[From Our Own Correspondent.]

Canton, July 13th.

To-day marked a long step forward in the educational work of South China. The occasion was the laying of the corner stone of the first permanent building of the Canton Christian College. The college has secured a beautiful site of about 30 English acres on the south side of the Pearl River and about two miles below Hoam. The ground is high and dry, and will make an ideal college site. The work of the college has been carried on on this site in temporary buildings for more than a year. It is nearly a score of years since those interested in the institution began to look about for a site. After all these years of uncertainty the President and Faculty are to be congratulated that at last one permanent peg has been driven. A large number of Chinese and foreigners were present to witness the ceremony. Flags of several nations were flying in the breeze. The Commissioner of Customs and the United States Consul-General and also Consul-General Cheshire, Rev. T. W. Pearce and Mr. Au Fung Chi were among those present. Rev. T. W. Pearce laid the stone. Mr. Au Fung Chi delivered an address in Chinese and Consul Lay in English. Music was furnished by a male quartette. After the completion of the ceremony refreshments were served.

The building of which the corner stone was laid to-day will be finished in about six months. It will be four-stories high and will accommodate about 200 students. This is the first of four buildings which the Trustees intend to build. In addition to these buildings there will be residences for the Faculty. The medical work will also be provided with suitable buildings. There are already six professors connected with the college. Three more will join the Faculty in September. The college is meant to endure. Therefore the work done is thorough and moves forward slowly. In the educational work of South China the Christian College will take the first place.

Part of Consul-General Lay's address was as follows. Speaking of the need of constant improvements in methods he said:—There is a radical difference between the system of education of to-day and that of twenty-five years ago in America, while on the other hand there has been little or no change in the education system in China for centuries. In America we attribute our increased prosperity entirely to the inauguration of improved education. In all trades and professions, Americans enjoy a reputation for proficiency throughout the world. In the countries where modern education is best established the people are happiest. If we have accomplished so much in 25 years by changing our methods of education how marvellous would be the evolution in China even if she should only modify the antiquated methods started in China centuries ago when she had little or no intercourse with the outside world.

EDUCATION IN SOUTH CHINA.

Modern education cannot be introduced into China without an effort. It is a long step from Confucius to the present system of reasoning. Such radical changes in a conservative country are difficult to bring about, but it can be done if only young men like those in this college will persevere and show to their fellow-countrymen after you have gone through the full course at this splendid college your superiority in the different branches of work you intend pursuing in after-life over those who have wasted their time with impracticable methods. For the past two years there has been a considerable movement with regard to education in this vast country, and the movement, I am glad to say, is increasing. One thing at least we may regard as entirely established—as so completely established that it seems unnecessary to allude to it—I mean the advantage that the Chinese place on education, following the example of the Western nations. I am sure it is within the memory of some present when the scholastic institutions in China, particularly in South China, could be counted on the fingers of one's hand, but to-day we find them all over the country—both public and private. But it is exceedingly important that foreign educational leaders should at first help in the foundation, building and framing the policy and management of modern educational institutions in China at least for the present and immediate future. Much labour, money and time has been spent in perfecting educational institutions in America and Europe and we wish China to benefit by our experience. There is no greater fraternal feeling or spirit felt among any class of men than that among educators of all nations, of what creed, race, or colour. Students of all nationalities attend our universities in America. The organizers of the institution the corner stone of which is to be laid to-day are the friends of those in China who wish to be educated. They come here to try to make China independent in education; that is to say, to teach her how to establish modern education as has been done in Japan and to modify the system of instruction as taught in the books of Confucius which put certain ideas into the hands of the people as to the development of many industries and enterprises.

THE DUTY OF THE RICH.

What the foreign medical men have done for your bodies by teaching the science of surgery such institutions as this Christian College will do for your minds, and it is the duty of wealthy Chinese to assist by furnishing the necessary means to keep it up to a high standard. This they can do now. Even though they have the money to aid those who have the ideas to carry them out for the benefit of the rising generations. If rich men wish to show their love of country and make it great let them donate large sums for the purposes of education. Education constitutes the backbone of a country, and upon it the industry and prosperity of a country very greatly depend. Thanks to the untiring exertions of the many distinguished men connected with the various missionary societies we have seen a very extensive system of education established all over this vast country, and there is more to be done. In speaking of the value of education along lines pursued by Western nations, consideration should be given to the value of a purely technical education to the youth of China. His own system of education may be considered purely academic or classical.

Much of the success of my country has been due to the technical training which she has given her young men.

Previous to 1870 most of the men who are now or who have been prominent in developing

her resources were, to a certain extent, self-educated, as far as technical subjects are concerned. After 1870 schools, colleges and universities in which a thorough technical course could be taken became prominent. A far back as 1882 China decided to send a few of her young men to America to secure the advantages of those schools. Some few years later, a number of these young men were recalled before they had finished their technical studies. How grave a mistake this was is clearly apparent now when she was prepared to develop her enormous area. She finds it necessary to call in

FOREIGNERS WITH TECHNICAL EDUCATION and training to build her railroads, wharves, river improvements and to develop her enormous water power which at present lies dormant in her rivers, and to develop her mineral resources. China's masonry, both of stone and concrete, of so long ago while we of the Western nations were living in caves, while her people lived much as they do now is of the best so all foreign technical men who have seen it so pronounce it. But she went no further than what may be called the crudest structures. There have been a surplus of materials a waste so to speak in China where in most things we are unknown, so carefully do they live and so careful are they of ways and means of existence. China has now perhaps too of her own men who have received foreign technical education all of whom are helping her, but they are few. China with her 400 million population with one hundred or two hundred technical men, while America with but eighty million graduates upwards of eight thousand from her technical schools alone each year. In any scheme of education in China therefore, patterned after foreign methods, a school of technology should be included. Think of the coal, the iron and the countless quantities of minerals she holds in her embrace, only waiting to be extracted to make China, like America, one of the richest countries in the world. With her vast expanse of territory, she has but ten thousand miles of railway and means of communication, probably less than four thousand miles of this it being operated, which includes the road through Manchuria. America has two hundred and fifteen thousand miles in operation to which she adds annually nearly fifteen hundred miles. This is but one of the many reasons that might be mentioned for China to look after the technical education of her young men.

She needs it, they need it and the world needs it. There is still an important thing to be considered and that is the education imparted must be based on a sound and firm basis, if not the superstructure will not go on satisfactorily. I think that we may congratulate ourselves on the fact that the Canton Christian College has been started and based upon a well organized system—a system following the great educational institutions of Europe and America.

"This education forms the common mind; just as the twig is bent the tree's inclined."

A TRIUMPH FOR HONGKONG.

Rev. Mr. Pearce spoke as follows:—We are met on this spot to-day to lay the corner stone of the Christian College in China. This corner stone and all that is hereafter to be built thereon will be dedicated to the glory of God and the good of men. This corner stone we lay in the name of the Father, God, Father, Son and Holy Ghost. Many, perhaps most of us, are here as Christians; not of one name or one sign. The Christian College in China owes its existence to the fact that Christians in the United States of America have met on the ground of a common brotherhood; moved by the spirit of liberality and by one desire to bestow on China the best that the West has to give in the sphere of education on a Christian basis and under Christian auspices. It is fitting and right that to-day's assembly should be, as it is thoroughly representative; it is seemly and proper that the exercise of to-day should be begun and ended in prayer to Almighty God, who has made in whomever our name or sign one in this good work. Standing by this stone before it is lowered into place at a corner stone of the Christian College in China I look around me in front of me to my right hand and to my left and I find suggestions that add to the significance and impressive character of the stone laying ceremony. Around us is the site on which the college buildings will be erected. It is a site for which the President and professors have waited, watched and worked. Patience has had its reward; unwearied assiduity its due recompense. Seldom has a better strategic position been occupied at a moment more opportune. Extent, elevation above the river level, facility of access in relation to Canton, the Southern Capital of the empire and perhaps the greatest commercial, industrial and distributing centre in the whole of China, are rare advantages that are thoroughly appreciated by the friends and supporters of this Christian College. There is a large room for enduring service. To-day a corner stone is laid for the years and decades and centuries. It is laid in the hope and faith that around the Christian College in the Far East will gather associations like to those which enrich and enoble our most valued educational centres in the distant West, that it too will become a centre of power which will make for light and leading, and for righteousness and for a new heaven and a new earth in the empire of China. This corner stone, massive yet properly shaped and nicely adapted, may well serve to remind us of the vast proportions of a new national life based on the best and surest foundations.

It is an ever-elocuent fact that

GREAT WORLD MOVEMENTS.

such as are taking place in China to-day, movements, naval and military, industrial and commercial, social and political depend for success on movements educational. The grand object of the Christian College is to make men who in their turn shall make empire. In this institution there will be no antagonism between secular and the sacred. The aim of the College will be to develop the moral side by side with the intellectual. By so doing it will best contribute through the knowledge, the judgment and the inspiration that it diffuses to the heaven that is to be seen society alike in the Orient and in the Occident. By my side is the college staff, the President and the Professors. With one mind and voice we congratulate them on the auspicious occasion and with no less unanimity we congratulate the college and ourselves on the men who hold these posts as leaders and teachers. If institutions are to make men there must first be men to make institutions. It seems to me that in the president, vice-president and professors of the Christian College we have the best evidence that friends to higher education on Christian lines in the mission field realize the seriousness of the position in China. Our friends in the West have risen to a great occasion. Part of to-day's message to them from this stone laying ceremony should be that the hope of China in respect to Christian education lies in the high ideals, large equipments and ample resources. These are the best guarantees of stability. They form the cornerstone on which we may build securely assured that in so doing we build for peace and happiness, for truth and justice, for religion and piety. To aid in this work is the main purpose of the Christian College in China the foundation stone of which will now be laid.

NAVAL NOTES.

Captain Heriot and Paymaster Wilson, of H.M.S. *Tamar*, are leaving for home at the end of the month and will, in all probability, make the journey on H.M.S. *Glory*. On Thursday evening a farewell dinner was given aboard the *Tamar* when pleasant allusions were made to the happy times spent by the parting guests among the ships of the China Squadron.

Sooner or later we may expect to see wireless telegraphy successfully adapted for use on torpedo-boat destroyers. For some time past, experiments designed to secure this result have been going on. Its achievement would add considerably to the efficiency of destroyers as scouts. Owing to their short masts visual signalling can only be practised at much shorter range than by big ships. The same obstacle tells against wireless, but now seems in a fair way to being overcome. If a destroyer were able to "marconigraph" her news to the flagship she would be of greater use to a fleet. Besides, if fitted with wireless telegraphy instruments herself she would be able to detect other ships using them, and in that way might discover the presence of an enemy long before his ships were visible to the eye.

THE CRIMINALS OF SAGHALIEN.

WHAT COULD JAPAN DO WITH THEM?

In view of a possible occupation of Saghalien, the Japanese papers are already discussing the procedure likely to be adopted by Japan in regard to its population of Russian criminals. In this connection, the *Fiji* points out that there is now a population of 33,200 on the big island—an island bigger than Kiushu and Shikoku rolled into one—and of these 29,000 are Russians. Not ordinary Russians, however. The greater part of them are convicts. A worse or more ungovernable set of men it would be hard to find. Many of them are said to be enrolled as volunteers, and to be divided into small forces of from 200 to 300 each, scattered about at the important places along the coast. The garrison of regulars does not exceed from three to six thousand, so that no great military difficulty is likely to be encountered. The problem will be the subsequent administration of an island with such a population. Our contemporary's view is that a strong hand should be shown from the outset, and that these turbulent spirits should be terrorised into docility. That is certainly one course, but it has the great disadvantage, remarks the *Japan Mail*, that it would expose Japanese administration to severe and probably unjust criticism. The Japanese cannot yet afford to treat themselves to the luxury of a free hand. What a European State would do in given conditions without shocking public opinion, may be quite unpermissible for the Japanese. Surely, our Yokohama contemporary contends, the easier and simpler plan would be to deport all these convicts and ticket-of-leave men to Russia? Japan is not bound by any principal of justice or expedience to take over the dregs of the Russian population. If she stipulates for the cession of Saghalien, the stipulation can easily carry a rider for the disposal of the island's Russian inhabitants. Those that have settled down peacefully and are engaged in the pursuit of legitimate industry belong to a special category and need not be disturbed. But every man or woman still undergoing sentence or subject to police surveillance should be handed over to Russia, and their transfer should be a matter of prearrangement.

TRADE WITH JAPAN.

REPORT FROM MR. SUTTOR.

WHERE NEW SOUTH WALES FAILS.

Under date Kobe, Mr. Sutor, Commercial Agent for New South Wales in the East, reports on a number of matters of interest to the State. The importations of raw cotton into Japan are principally from India and America, and are rapidly increasing. Mr. Sutor states that people interested in the cotton industry have frequently expressed to him the opinion that many parts of Australia are admirably adapted for cotton-growing, and in view of the rapidly increasing importations by Japan the matter is specially worthy of careful investigation.

WOOL, LEATHER, AND LEAD.

When peace is declared the importations of wool will largely increase. Attention is gradually being directed to Australia as a source of supply, and inquiries are being made at Mr. Sutor's office for New South Wales wool.

Demands for leather are increasing, but the new tariff coming into force in July next will have a retarding effect, though this should be more than made up by importations of hides. There is already marked activity in establishing tanneries, and numerous requests are being made for hides.

The market for tanning barks and extracts offers every inducement for a trial shipment, and the supply from America is getting rather limited. Mr. Sutor sincerely trusts that this matter may not be lost sight of, as anyone placing a suitable extract on the market will be handsomely rewarded. Good quality bark is quoted at £8 10s per ton.

The new tariff coming into force will practically put New South Wales lead out of the market unless local shippers are prepared to quote local agents at a less figure, just by way of keeping New South Wales lead on the local market. Mr. Sutor thinks that if this cannot be done, or some mutual arrangement arrived at, our lead is certain to disappear from the market during the war, and until the duties are removed, one year after peace is declared.

DEFECTIVE GRAIN SHIPMENTS. There is a decrease of £174,749 16s in importations of flour last quarter compared with the first quarter of 1904, but doubtless the heavy shipments at that time were largely due to the war.

Importations of grain are advancing at a very rapid rate, and the time is not far distant when all flour will be locally milled, hence Mr. Sutor greatly regrets that his recommendations of last year in connection with the grain traffic were not carried out, for, whilst the quality of our grain is regarded as excellent, complaints are heard in every direction concerning certain shipments, irregular weights, defective bagging, and want of samples. One leading

mercant informed Mr. Sutor that he had practically decided to drop Australian imports, especially as he received much more business from India and the United States of America. No trouble at all was experienced in dealing with these countries, but Australians were gradually getting a name for absolute carelessness.

Mr. Sutor stated that his own personal observations tend to corroborate the last statement, as recent consignments of wheat and oats have reached the market in a disgraceful state, the bags being old and rotten, and also very dirty. These consignments came from New South Wales and Victoria, and the tendency has been to divert attention to Indian and American grain, not on the score of quality, but solely on account of the defective bagging.

The Indian and American shippers, in addition to sending sound bags, have adopted a system by which all bags under certain brands are of exactly the same weight, that is, all bags marked "A" contain (say) 130lb. exactly, "B" 120lb., "C" 160lb., and so on. This system greatly minimises local trouble of weighing; the local buyers just take a few sample bags of each brand, say half a dozen each, weigh them, and if found correct accept the balance. The Australian bag, on the other hand, contains anything from 130 to 200lb., and hence the tedious operation has to be gone through of weighing all bags on small scales, there being no large ones yet in use in Japan.

Mr. Sutor adds that New South Wales shippers lost an order for 10,000 tons the other day owing to a few samples of 1904-5 season's grain not having been sent to his office in Kobe, Japan. He appeals to New South Wales merchants, and all engaged in the grain trade, to pay most respectful attention to tastes at his end, and to also adopt the recently introduced system of having exact weights in all bags under certain distinguishing brands, as described. He states that he takes a keen interest in his work, which is of an uphill nature, and spares no efforts to advance the interests of New South Wales products in the East, but without the able assistance of all concerned his task may prove hopeless.

At the Osaka Exhibition some four years ago, the Canadians practically introduced branding-making experiments by employing experts to show the whole process, and no better scheme of advertising could be devised, in Mr. Sutor's opinion, and he therefore recommends that such experiments should be carried out by New South Wales people in various large centres of population in Japan. The present age, he remarks, is certainly one of advertising.

PRICE OF MEAT.

A start is at last being made to properly establish cooling chambers, and to obtain supplies from Australia. It has been found that the supplies are not equal to the demands, and as a result the cost of living is advancing considerably. The following will give an idea of the retail prices now ruling in Japan:—Sirloin of beef, 10½d per lb.; fillet of beef, 6d per lb.; rump or rind, 6d; beefsteak, 6½d; corned beef, 3½d; veal, 1½d to 1½d; and leg of mutton, 1s 2d per lb.

Prominent meetings have been held at various centres in Japan, in one instance a large meat company in order to keep down, as far as possible, the rising prices of meat, but as the management is purely honorary any change by way of importation from Australia, will be gladly welcomed.

Mr. Sutor is of opinion that if a large company could be formed in New South Wales to establish proper depots at Singapore, Manila, Hongkong, Shanghai, Tientsin, and Japan, our resources would be taxed to keep pace with the growing requirements, and thus lay a certain foundation for trade in the Orient.

TIMBER AND IRON ORES.

The shipment of piles cabled for have arrived in good condition. Other samples are also to hand, but it has been omitted to state whether the prices quoted are c.i.f. Kobe, or f.o.b. Sydney. Mr. Sutor states that it is useless sending samples to Japan unless c.i.f. quotations are given. This system is firmly rooted in the Orient generally, and business cannot possibly be done on other lines.

Last year Mr. Sutor wrote with reference to sample shipments of New South Wales ores for the Government from works. Up to date no ores have arrived, though they have been required for in Japan. The possibilities of iron ores of the nature previously reported upon are described as enormous, for Japan is practically dependent upon outside supplies of the raw material, and is now bringing those supplies from remote parts of China.

COMMERCIAL.

10-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1 to 11/6
Do. demand 10/3
Do. 4 months' sight 10/3
France—Bank T.T. 23/7
America—Bank T.T. 1/6
Germany—Bank T.T. 1/9 3/4
India T.T. 14 1/2
Do. demand 14 1/2
Shanghai—Bank T.T. 71
Singapore T.T. 6 1/2
Japan—Bank T.T. 9 3/4
Yokohama—Bank T.T. 11 3/4
Buying.
1 months' sight L/C 1/11
4 months' sight L/C 1/11
30 days' sight San Francisco & New York 4/6
4 months' sight do. 4/7
30 days' sight Sydney and Melbourne 1/11
1 months' sight France 24 1/2
6 months' sight do. 24 3/4
4 months' sight Germany 1/8
Bar Silver 27 5/16
Bank of England rate 2 1/2
Sovereign 10/5 3/4

To-day's Advertisement.

THE DAIRY FARM CO., LIMITED.

WE HAVE JUST RECEIVED

A NEW SHIPMENT

FINEST WILTSHIRE BACON.

Price 70 Cents per lb.
Hongkong, 15th July, 1905.

Intimations.

ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY
IMPLICITLY ON GETTING
FROM US

PIANOS OF THE HIGHEST CLASS

EMBODYING THE VERY BEST

MUSICAL AND WEARING

QUALITIES,

AT

MODERATE PRICES.

OUR CLIENTS HAVE THE

ADVANTAGE OF OUR

30 YEARS' EXPERIENCE AS

EXPERTS,

DEVOTED

EXCLUSIVELY

TO THE PIANO TRADE.

WE ARE BY FAR THE

LARGEST IMPORTERS

AND

MANUFACTURERS

IN CHINA, AND STOCK THE

GREATEST VARIETY

OF MAKES.

Hongkong, 8th June, 1905.

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THE

"BURLINGTON."

2, PEDDER'S STREET,

OPPOSITE THE HONGKONG HOTEL.

DRESSES AND HATS

OF THE

LATEST FASHION

MADE ON THE SHORTEST NOTICE

AT MOST

REASONABLE CHARGES.

A Very Large Assortment of

HATS (Trimmed and Untrimmed),

MUSLINS, SILKS,

PONGEE SILKS,

AND

The following from well-known Parisian Houses:—

CHEMISES,

UNDER GARMENTS,

LACES, COMBS,

SILK UMBRELLAS, &c.

At Prices, unprecedentedly low.

HATS MADE AND TRIMMED BY

OUR COURT MILLINER.

TELEPHONE NO. 536.

Hongkong, 15th July, 1905.

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THE BRAIN MARKET.

(Continued from page 6.)

MR. J. WILLIAMS' DEED ON THE CLERK IN ACTION.

"You ask for the view of the man of affairs who has been closely identified with the business life of London," repeated Mr. Benn—"on the value of the City clerk as a machine, as a thinking individual capable of judgment, initiative, and independent action—what chance he has of rising—how far the old idea of rising from office boy to 'boss' is attainable?"

"Well, as to your first point. The clerk's value as a mere machine is lessening. The competent clerk with his shorthand and typewriting, and now, a good knowledge of book-keeping is preferred. She is frequently more adaptable, more pliable, if I may so express it. But for the difficulty of mixing the sexes in the same office the 20,000 London female clerks would be troubled to-morrow. The chances of the young man who can offer nothing but mere pen pushing are, in my judgment, becoming smaller by degrees and beautifully less."

"Then your advice to all promising boys is to avoid clerking?"

SPORT OR SACRIFICE.

"Not at all. The boy or youth who betrays the qualities of 'judgment and initiative' will not lack preference. In whatever 'line' he finds himself they will lead him at once to specialise—he is in a shipping office or a mining-lane saleroom. He will sacrifice some of the sport, or that aimless pleasure-seeking which afflicts so many of our young people, and acquire, by means of evening classes, or in some way or another, the knowledge that is worth money."

"But you would not deprive the young clerk of the recreative side of life?"

"By no means. But, unfortunately, in many houses of business you can see quite clearly that it is sport first and business efficiency second. I think it was Mr. John Morley who said the other day that the difference between the German and the British youth might be thus expressed: The British youth thanked God he had a father. The German father thanked God he had a son."

"That exactly expresses my idea. I agree with Mr. Haldane there is no lack of employment for the man who takes the trouble to specialise in his business. What one sees in too many establishments is not a few young men who evidently want to 'get off' rather than 'get on.' Don't mis-understand me. I am not advocating long hours and nigger-driving, but I have known some vacuous young clerks 'shunted' just because their employers had noted—unknown, perhaps, to them—that the main thought of the closing half hour was how to get so washed and brushed in the firm's time that a bolt on the strike of the clock was possible."

PRIZES FOR THE SPECIALIST.

"Do you speak from personal experience or observation?" our representative asked.

"From both. I have the keenest sympathy with young clerks. They can at times discover and acquire some special knowledge which will make their desk work more valuable. The insurance clerk may aim at becoming an actuary, the banking clerk may know something of money, the railway clerk may develop into a railway statistician and traffic expert, and so on. I know the prizes are not numerous, but I stick to my point that specialists are wanted."

"And then," continued Mr. Benn, "with regard to the question of rising? Under the modern conditions of business the road to the partner's room is not often through the counting-house. It would neither be kind nor true to tell every office boy that he carries 'a button in his knapsack.' I would rather direct the gaze of many in some workshop direction."

"Once get rid of the stupid notion that clerking is more respectable than, say, stone dressing, and the field is unlimited. I am very glad that Carlyle's sense of the dignity of labor is gradually obtaining. To indicate trades which offer a career for clever boys would be to give a list of most of our leading industries. Here, again, it is the specialist who is wanted. The stonemason who brings a correct knowledge of mouldings and form to bear on his work is the man who will be sought for by the architect. Mr. Haldane has already spoken of industrial chemistry, electricity, engineering, and the mining industries as offering careers for our clever boys, and, really, I think a better prospect than the desk."

CAUSES OF DEGENERACY.

"Two factors have been fatal to the career of many a youth. First, that he must begin to earn 'a little to help the family,' and second that he must be doing something 'respectable.' I know it is hard for many struggling parents to forego the help which the children bring, but now the L.C.C. and other institutions are prepared to help parents of the right sort, and a golden dividend is generally the reward of those who invest in early and prolonged special training for the intelligent youngster. It is in that direction that we shall be able to cope with our specially-trained foreign rivals."

"As for the degeneracy of the clerk, the chief causes are drink and, perhaps, gambling. A man with a sedentary occupation is peculiarly liable to the seductive influences of the former. More, thinking less drinking would, I venture to think, be a good motto for many a counting-house."

"Don't, please, imagine that I regard clerks as a drunken class. I think the ratio of sobriety greater among them than among many other workers. But if the clerk drinks his beer good, whereas the clever artisan may be a 'bonzer' and still get a job. Thank God," said Mr. Benn in conclusion, "the National Drink Bill is going down, and as it goes down I am sure England will go up."—E.

CURIOUS SECTS.

The strangest so-called religious sect in any part of the world is the Holy Order of Kneebenders, which is to be found on the shores of Seneca Lake, in the State of New York, and who worship with their faces turned towards the sun. Their name arises from the fact that the members do most of their daily work and conduct their worship upon their knees. The founder was a farmer who maintained that he was commanded in a vision to spend the rest of his life kneeling. An almost equally strange sect is that of the Runners-Brothers, in Russia. When any member of this extraordinary sect is seized with an illness believed to be mortal, the members end is hastened by a woman whose title is "The Smotherer." This ceremony is usually performed in their secret praying-room. While the patient is being smothered, the members are sung a small cushion held over the sick person's nose and mouth, the body afterwards being buried in some remote spot.

Shipping.

Arrivals.

Hupei, Br. s.s., 1,305, Mathias, 14th July, Swatow 13th July, Ballast—B. & S.
Kluksang, Br. s.s., 1,328, Harris, 14th July, Shanghai 6th July, Gen.—C. M. S. N. Co.
Kwangshah, Ch. s.s., 1,336, Wm. H. Lunt, 14th July, Shanghai 11th July, Gen.—C. M. S. N. Co.
El-Kantara, Fr. s.s., 5,000, Lemonnier, 14th July, Saigon 11th July, Gen.—M. M. S.
Emma, Luyken, Ger. s.s., 1,140, H. Martens, 14th July, Swatow 13th July, Gen.—D. L. & Co.
Fritthof, Nor. s.s., 891, H. A. Haraldsen, 14th July, Tamsui via Amoy and Swatow 9th July, Gen.—O. S. K.
Promise, Nor. s.s., 714, F. Torstensen, 14th July, Amoy 11th July, Gen.—O. S. K.
Triumph, Ger. s.s., 769, A. Hansen, 14th July, Shanghai via Foochow, Amoy and Swatow 13th July, Gen.—O. S. K.
Merced, Br. s.s., 3,300, McGregor, 14th July, Wailahad 6th July, Ballast—Order.
Davawanga, Ger. s.s., 1,017, S. Gorchens, 14th July, Kolschichang 8th July, Rice and Meat—B. & S.
Pronto, Nor. s.s., 839, K. Larsen, 14th July, Haiphong 14th July, and Hoihow 14th, Rice and Sugar—A. R. M.
Hedwig Menzell, Ger. s.s., 980, C. Schönborg, 14th July, Tourane 12th July, Coal—E. A. T. Co.
Silvia, Ger. s.s., 4,212, Jager, 14th July, Hamburg 6th July, Ballast—H. A. L.

Clearances at the Harbour Office.

Manche, for Haiphong.
Fritthof, for Swatow.
Longmoon, for Shanghai.
El-Kantara, for Saigon.
Heron Fairlie, for Calcutta.
Hermann Menzell, for Cheloo.
Carl Menzell, for Hoihow.
Halward, for Bangkok.
Kwintin, for Canton.
Triumph, for Swatow.
Germania, for Bangkok.
Chiyuen, for Shanghai.
Fritthof, for Amoy.
Kaiyong, for Cebu.
Chowat, for Bangkok.
Taliwan, for Kobe.
Charterhouse, for Amoy.
Hedwig Menzell, for Canton.
Hinsang, for Singapore.
Chingy, for Manila.
Khalif, for Calcutta.
Petchaburi, for Swatow.

Departures.

July 15.
Duffin, for Singapore.
Clan Mackenzie, for Singapore.
Chowat, for Bangkok.
Halward, for Bangkok.
Kampot, for Kwong-chow-wan.
Hermann Menzell, for Newchwang.
Allermania, for Shanghai.
Kluksang, for Canton.
Watan, for Canton.
Chingy, for Australian Ports.
Empire, for Shanghai.
Rubi, for Manila.
Africa Prince, for Singapore.
Longmoon, for Shanghai.
Hinsang, for Samarang.
Kaiyong, for Hoihow.
Chiyuen, for Shanghai.
Taliwan, for Kobe.
Petchaburi, for Singapore.
Charterhouse, for Amoy.
Kwintin, for Canton.

Per Kwangshah, from Shanghai—100 Chinese.

Per Emma Luyken, from Swatow—83 Chinese.
Per El-Kantara, from Saigon—Lieut. Duhamel, and 12 Soldiers.
Per Triumph, from Shanghai, &c.—Mr. Stecher, and Bishop Mariane Diez.

Passengers departed.

Per Simla, from Yokohama for London—Misses Harrison and Harrison, from Shanghai for London—Capt. R. V. Anderson, for Fremantle—Miss Phillips, from Hongkong for London—Mr. E. W. Rogers, Mr. and Mrs. C. S. M. Cawie and child, for Gibraltar—Messrs. A. S. M. Duque and C. W. Tuckwell, for Singapore—Mrs. G. R. Edwards and infant, Messrs. Leong Yut and Leong Chun Yee.

Shipping Report.

Str Kwongshah from Shanghai—Light SW. monsoon, and fine weather throughout.

Vessels in Port.

Altershot, Br. s.s., 1,354, Adam, 5th July, Canton 5th July, Gen.—D. & Co. Ltd.
Bourbon, Fr. s.s., 990, Sisca, 10th July, Saigon 6th July, Rice—Chinese.
Chussang, Br. s.s., 1,418, R. Cox, 12th July, Pekalongan 3rd July, Sugar—J. M. & Co.
Craigball, Br. s.s., 2,868, Milne, 13th July, New York 25th April, Case Oil—S. O. Co.
Cyrus, Br. s.s., 2,741, J. W. Knox, 11th July, Calcutta 23rd June, Coal—Order.
Evi, Nor. s.s., 1,926, Salvesen, 10th July, Cardiff 12th May, Coal—Order.
Germania, Ger. s.s., 1,715, F. Petersen, 5th July, Hoihow 4th July, Rice—J. & Co.
Hele, Ger. s.s., 771, J. Jensen, 14th July, Tourane and Hoihow 13th July, Gen.—J. & Co.
Heron, Nor. s.s., 2,418, O. Yvertsen, 8th July, Kuchino 1st July, Coal—M. B. K.
Kirkfield, Br. s.s., 2,201, T. B. Watson, 9th July, Calcutta 2nd June, Coal—J. M. & Co.
Kwintin, Br. s.s., 1,072, W. D. Brymer, 11th July, Hoihow 7th July, Sugar—B. & S.
Laisang, Br. s.s., 3,460, P. M. B. Lake, 9th July, Calcutta 24th June, Penang and Singapore 4th July, Gen.—J. M. & Co.
Macham, Ger. s.s., 995, Harter, 12th July, Bangkok 6th July, Gen.—B. & S.
Manche, Fr. s.s., 3,400, Norward, 10th July, Haiphong 7th July, Gen.—M. M.
Mariechen, Ger. s.s., 2,521, F. Geerdens, 13th July, Saigon 6th July, Ballast—J. & Co.
Mongolia, Am. s.s., 8,750, W. P. Porter, 11th July, San Francisco 7th June, Honolulu 13th, Yokohama 27th, Kobe and 2nd July, Nagasaki 5th, and Shanghai 8th, Mails and Gen.—P. M. S. Co.
Newby Hall, Br. s.s., 2,840, A. Buck, 14th July, Barry 23rd May, Coal—Order.
Numania, Ger. s.s., 2,804, H. Breher, 10th July, Mei 5th July, Gen.—P. & A. S. S. Co.
Pundus, Br. s.s., 2,126, C. J. Swanson, 13th July, Singapore 8th July, Gen.—J. M. & Co.
Samson, Ger. s.s., 995, F. Richwaldt, 12th July, Bangkok 6th July, Rice—M. & Co.
Tahsah, Br. s.s., 1,121, J. T. Laine, 12th July, Hoihow 8th July, Sugar—B. & S.
Taming, Br. s.s., 1,350, A. W. Outerbridge, 14th July, Manila 17th July, Gen.—B. & S.
Telemachus, Br. s.s., 1,300, J. Williamson, 5th July, Saigon 1st July, Gen.—Order.

Tjilatjap, Dut. s.s., 2,495, H. Koops, 11th July, Macassar and July, Gen.—C. J. L.
Tintaut, Ger. s.s., 1,006, O. Koch, 10th July, Bangkok 1st July, Rice and Gen.—B. & S.

SAILING VESSELS.

Combrinbar, Br. 4-masted ship, 2,515, George, 2nd June, Cardiff and Jan., Coal—Government.
Hongkong & Whampoa Dock Returns.
Travancore at Kowloon Dock.
Humber
Germania
Hoching
Aldershot
Manche Cosmopolitan
Telintas
Heron Abertee

Ships Passed The Canal.

Outward—14th June—Dun of Crombie, Austria, 17th June—Llybry, Grafton, Patroclus, Hudson, Keeman, Finglen, Verdanda, 21st June—Southey, 24th June—Malajap, Pak Lina, 27th June—Blind, 30th June—Willa, 31st June—Achilles, Agincourt, 4th July—Poon, 7th July—Sydney, Pyrrhus, Athol, Stuttgart, Eernaxhang, Koran, Ocean, Rhamnia, 7th July—Antenor, Boyara, Candia, Glenroy, Machan, Merionethshire, 12th July—Polynesian, Prince Eitel, Friedrich.
Homeward—24th June—Indrami, 4th July—Banyan, Seyvola, 12th July—Socotra.
Arrivals at Hong—14th June—Kaitow, 17th June—Agamemnon, 21st June—Preussen, 24th June—Artemis, 27th June—Jason, 30th June—Schuyllkill, Trieste, Ernest Simons, Slavonia, 4th July—Reno, Navisova, 7th July—Louthar Castle, 12th July—Laertes, Benvenut, Dardanus, Diomed, Tydeus.

Post Office.

A Mail will close for:—
Swatow—Per Helen, 16th July, 9 A.M.
Bangkok—Per Tintaut, 17th July, 9 A.M.
Haiphong—Per Pronto, 17th July, 9 A.M.
Haiphong—Per Manche, 17th July, 9 A.M.
Swatow, Amoy and Foochow—Per Emma Luyken, 17th July, 11 A.M.
Swatow, Amoy, Foochow and Shanghai—Per Fritthof, 17th July, 11 A.M.
Shanghai and Chinkiang—Per Lydia, 17th July, 2 P.M.
Shanghai—Per Kwintin, 17th July, 3 P.M.
Cheloo and Newchwang—Per Hupei, 17th July, 3 P.M.
Swatow and Bangkok—Per Samson, 17th July, 5 P.M.
Amoy, Straits and Rangoon—Per Pundus, 17th July, 5 P.M.
Singapore, Penang and Calcutta—Per Laisang, 18th July, 10 A.M.
Bangkok—Per Machew, 18th July, 10 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Mongolia, 18th July, 11 A.M.
Tientsin—Per Wosang, 18th July, 2 P.M.
Shanghai—Per Yekang, 18th July, 2 P.M.
Manila—Per Taming, 18th July, 3 P.M.
Shanghai, Moji, Kobe and Yokohama—Per Tjilatjap, 18th July, 5 P.M.
Sachsen, 20th July, 11 A.M.
Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Shawmoo, 20th July, 11 A.M.
Ningpo and Shanghai—Per Walsing, 21st July, 2 P.M.
Singapore, Sourabaya and Samarang—Per Chungung, 21st July, 2 P.M.
Ningpo and Shanghai—Per Tungking, 21st July, 2 P.M.
Swatow, Wei-hai-wei, Cheloo and Tientsin—Per Chihli, 21st July, 3 P.M.
Manila—Per Yuenkong, 21st July, 3 P.M.
Keelung, Moji, Kobe, Yokohama and Portland, Or.—Per Numania, 21st July, 5 P.M.
Manila—Per Zeeberg, 22nd July, 11 A.M.
Europe, &c. India, via Tutuicorin—Per Tourane, 25th July, 11 A.M.
Europe, &c. India, via Tutuicorin—Per Chusan, 26th July, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenian, 9th Aug., 11 A.M.

On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cents for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2½d. to 2d. for each half ounce.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Canton will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtau, Sanbue, Kowmoon, Kunchuk, Samshui, Wuchow and Canton will be closed at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

TO-MORROW.

Fourth Sunday After Trinity.

St. Peter's Roman Catholic Church.

Queen's Road, West.

Morning Prayer 11 a.m., Venite, Savages Te Deum, Oakeley, Jubilate, Lemon, Hymns, 99, 122, 528 and 540.

Holy Communion 12.15 a.m.

Evening Prayer, 6.30 p.m., Magnificat, Barnaby, Nunc Dimittis, Tucker, Hymns, 105, 206, 344 and 350.

The Church launch Daypring will call on ships carrying white crews to bring friends ashore to the service between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.) returning afterwards. The Answering Pennant is the call flag. All the fittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10.45 a.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point—Morning Service, 11 a.m.

St. Francis Church, Wanchai—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Union Church—Services, 11 a.m. and 6 p.m.

St. John's Cathedral, Hongkong.

Steamers Expected.

Vessel	From	Agents	Due
Prinz Heinrich	Singapore	M. & Co.	July 17
Gregory Apca	Singapore	D. S. & Co.	July 17
Baralong	Singapore	N. Y. K.	July 17
Athenian	Japan	C. P. R. Co.	July 18
Pakling	Singapore	B. & S.	July 18
Austria	Singapore	S. W. & Co.	July 19
China	Manila	P. M. & Co.	July 19
Malacca	Singapore	P. O. Co.	July 20
Emp. of China	Vancouver	C. P. R. Co.	July 24
P. Sigmund	Sydney	M. & Co.	Aug. 31
Arabis	Portland	P. & A. Co.	Aug. 31
Ras Dara	New York	S. T. & Co.	Aug. 31

VISITORS AT THE HOTELS.

PRAX.
Aucott, E. F., King, Dr. and Mrs.
Beattie, A., Louder, Mr.
Beattie, M. P., Macdonald, Mr.
Bosch, Mr. and Mrs. Macdonald, Mr.
Boyd, Capt. and Mrs. Mitchell, R.
Brown, Mr. & Mrs. D. E. Moxon, Mr. and Mrs.
Cochran, A. N., Herbert
Cocks, Mr. & Mrs. A. E. Mueller, E.
Darling, Col., O'Neil, J. T. Hugh
Dixon, Mr., Parry, Major
Edwards, Mr. and Mrs. Paxton, Capt. H. W.
Giles, Capt., Phillips, Major
Hall, Major, and Mrs. Plott, Mr. and Mrs.
Harker, B. Brotherton, Pollock, K. C. Mr.
Hasson, Mr. and Mrs. Reige, Dr. and Mrs.
Haynes, Col., Saver, Capt. and Mrs.
Hendall, F. A., Sneling, A.
Helsaun, A., Stad, Mr. and Mrs.
Hett, Mr. and Mrs. Van de
F. Taget, Stokes, Mr.
Hindokof, Mr. & Mrs. Thomas, Mr.
Hudig, D., Uffel, W. von
Jeffries, H. U., Vandin, Gordon
Johnson, Rev., Vereker, Capt. and
Joseph, Mr. and Mrs. Mrs.
Kaye, Major and Mrs. White, Dr. and Mrs.
Kelsall, Major & Mrs. M. J.

OCCIDENTAL.

Alford, J. R., Leonhardt, Dr. M. A.
Anderson, G., Loden, Mr. and Mrs.
Chandler, Lieut. Army, Lowe, Miss Siesie
Edna, Capt. and Mrs. Mejer, Capt. and Mrs.
Fisher, R., and child
Gibbard, J., Munro, Miss A.
Hale, G. L., O'Neil, D.
Harms, F., Ohme, A.
Hedges, G., Owen, E.
Hollinger, Dr. F., Paldmann, Capt. H.
Jensen, H., Rasmussen, M.
Kant, R., Reven, Ed.
Key, Dr. H., Schmidt, Dr. H.
Kock, H., Wolcke, R.
Kort, Fr., Wavank, A.
Kuhl, G., Yeens, humised, A.
Kuhn, J.

CRAIGIEBURN.

Dann, G. H., Russell, Mrs.
Gibson, Mr. and Mrs. Smith, E. Grant
Kappert, B. D., Smith, Mr. and Mrs.
Lyons, F. W., Grant
Lyons, F. W., Webb, Mr. and Mrs.
Murchant, Capt. and Montague
Mrs. and children, Wilson, Dr. Newell
McPherson, J. L., Young, J. Ashton
Nicholls, E. A.

KOWLOON.

Chenoweth, Capt., Price, Capt. and Mrs.
Evans, Mr. and Mrs. O. L.
Harris and child, Tenkate, Mr. and Mrs.
Hall, J. S.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Wei-hai-wei
Arcton	torpedo boat destroyer	550	10	7,000	Lieut.-Commander R. H. Heaton	Wei-hai-wei
Arcton	cruiser, 2nd class	4,350	6	7,000	Captain Lionel G. Tufnell	Shanghai
Bonaventure	cruiser, 2nd class	4,350	6	7,000	Captain H. H. Torlesse	Wei-hai-wei
Cerberus	loop	1,670	10	1,400	Commander H. D. C. Liard	Hongkong
Chenab	water tank and tug	350	—	300	—	—
Clio	steep	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Yangtze
Diadem	cruiser, 1st class	11,000	16	16,500	Captain E. W. Savory	on route Wei-hai-wei
Dee	torpedo boat destroyer	550	6	7,000	Lieut.-Commander H. E. Sullivan	Hongkong
Eme	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Bather	Wei-hai-wei
Etrick	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Lewin	Wei-hai-wei
Exe	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Wei-hai-wei
Fame	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Stevenson	Wei-hai-wei
Gloria	battleship, 1st class	12,950	16	15,500	Captain Hon. Spofford	Wei-hai-wei
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. May	Wei-hai-wei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Wei-hai-wei
Hecla	special service torpedo	6,400	—	2,400	Captain E. F. B. Charlton	Wei-hai-wei
Higgins	cruiser, 1st class	12,000	14	21,000	Captain Shortland	on route Wei-hai-wei
Hyacinth	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcett	Wei-hai-wei
Hyacinth	torpedo boat destroyer	550	6	7,000	Lieut.-Commander C. Seymour	Wei-hai-wei
Janus	torpedo boat destroyer	280	6	1,900	Lieut.-Commander W. H. Darwall	Hongkong
Kinshu	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Moorehead	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Otter	torpedo boat destroyer	310	6	6,300	Lieut.-Commander J. Kiddle	Wei-hai-wei
Rambler	surveying-vessel	335	6	650	Commander C. E. Monro	Surveying
Robit	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	on route Wei-hai-wei
Satip	torpedo boat destroyer	250	6	6,500	Lieut.-Commander Davidson	Hongkong
Satip	cruiser, 1st class	12,000	14	21,000	Captain V. L. Grant	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Yangtze
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtze
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Wei-hai-wei
Waterwitch	surveying ship	620	40	450	Commander R. W. Glenzie	Surveying
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thomas	Wei-hai-wei
Whitson	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtze
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodcock	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE."

Captain R. Girard, will be despatched for MARSEILLES on TUESDAY, the 25th July, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

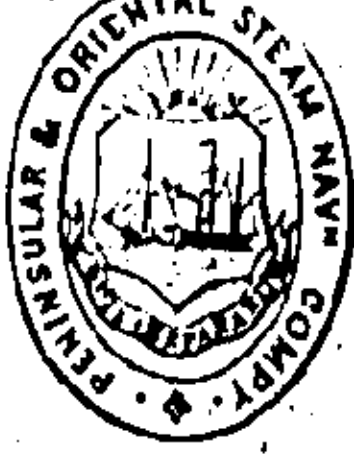
S.S. TONKIN..... 8th August.

S.S. SYDNEY..... 22nd August.

S.S. ARMAND BEHIC..... 5th September.

G. DE CHAMPEAUX,
Agent.

Hongkong, 12th July, 1905. [7]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN"

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 25th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. China, 7912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 10th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 15th July, 1905. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJIB, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shawmut	9,606	E. V. Roberts	At July 20
Tremont	9,606	T. W. Garlick	" Aug. 8
Piedades	3,753	F. G. Purington	" "

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 13th July, 1905. [8]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&C., &C., &C.

Telephone 1256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1905. [14]

To Let.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [692]

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.
No. 1, RIFON TERRACE.
FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 30th March, 1905. [69]

TO LET.

WITH IMMEDIATE POSSESSION.
"FOREST LODGE," Caine Road.
Apply to—
H. N. MODY.
Hongkong, 4th May, 1905. [527]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.
First Floor, No. 12, QUEEN'S ROAD, CENTRAL.
Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—
S. BISNEY,
Hongkong Hotel.
Hongkong, 8th June, 1905. [639]

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with fine bright and airy rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.
Rents very moderate.

Apply to—
H. RUTTONJEE,
No. 5, D'Agular Street,
37 and 38, Elgin Road, Kowloon.
Hongkong, 5th June, 1905. [627]

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

General Managers.

Hongkong, 7th March, 1905. [50]

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 16th November, 1904. [54]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTER. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$8,000,000 \$250,000	\$1,493,408	{Div. of £1.10/- and bonus of £1/- ex- change 1/11 9/16=\$25.46 for second half-year 1904	5 %	{\$890 sales London 280
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	\$38 buyers
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739	\$150,494	\$17 for 1903	5 1/2 %	\$325 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year-ended 30.4.1904	6 1/2 %	\$78 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,500,000 £20,000 \$172,749 \$893,110 \$846,773 \$700,000 \$37,794 \$1,000,000	\$2,078,997	\$35 for 1903	5 %	\$705 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$218,293 \$1,281	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCES								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$218,293	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$85 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	11 1/2 %	\$305 sales
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$185,000 \$85,439	\$8,832	\$1 for 1904	5 %	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$600,000 \$158,444 £120,000 £241,150 £3,999	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$600,000 \$158,444 £120,000 £241,150 £3,999	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26 1/2 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £241,150 £3,999	£4,435	12/- @ 1/10=\$6.25 for 1904	6 1/2 %	\$94
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	{Tls. 2 1/2 final making Tls. 4 1/2 for 1904 ... Tls. 1 1/2 final making Tls. 3 1/2 for 1904 ... Interim of 1/- (Coupon No. 5) for 1904 ...	7 1/2 % 7 1/2 % 4 1/2 %	{Tls. 61 Tls. 50 21/- sellers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	{ £4,116 \$50,000 \$250,000	£58,852	Interim of 1/- (Coupon No. 5) for 1904	5 1/2 %	\$35 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$21,257 \$400,000	\$929	{£1.80 \$0.90} for year ending 30.4.1905	5 1/2 %	\$27 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$120,000 \$130,153	\$21,231	\$10 for 1904	7 %	\$142
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 25,000 Tls. 43,762	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 %	Tls. 30
REFINERIES								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	Dr. \$49,812	Final of \$15 making \$20 for 1904	9 1/2 %	\$210 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,087	\$3 for 1897	...	\$31 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2 %	Tls. 70 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 none	£7,820	Interim of 1/- (No. 4)	5 1/2 %	Tls. 8 sellers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	{ none £4,873	G. \$675,093	Interim of 50 cents (gold) for 1905 (No. 5)	...	G. \$17 ex div.
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £4,873 none	Dr. £4,029	No. 12 of 1/-=48 cents	...	\$6 1/2 sales
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,766	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 23 for 1904/5	9 1/2 %	Tls. 140 sales
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	{ \$3.75 for 1904 First year	11 1/2 %	{ \$29 ex. new \$27 new
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$58,473 \$100,000 \$300,000 \$250,000	\$29,422	Final of \$2 1/2 making \$5 for 1904	5 1/2 %	\$95 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$33,500 \$60,000 \$55,500	\$498,289	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 \$5 div. & \$5 bonus for year end. 30/6/04 \$12 for 1903 \$10 div. and \$2 1/2 bonus \$7 dividend	7 1/2 % 5 1/2 % 7 1/2 % 5 1/2 % 6 1/2 %	{ \$166 buyers \$270 \$18 sellers \$350 \$111 1/2
Howarth Erskine, Limited	12,000	\$100	\$100	{ \$60,000 \$55,500	\$489	{ \$10 div. and \$2 1/2 bonus \$7 dividend	5 1/2 % 7 1/2 % 6 1/2 %	{ \$270 \$18 sellers \$350
New Amoy Dock Company, Limited	6,000	\$64	\$64	{ \$150,000	\$40,936	\$7 dividend	6 1/2 %	\$111 1/2
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ Tls. 487,210 Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	Tls. 18 1/2 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 59,880 Tls. 100,000	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	\$590 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 19 1/2
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 19 1/2
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ none Tls. 34,000	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$31 1/2 sellers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	{ Tls. 34,000 Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 135 sales
Central Stores, Limited	6,000	\$15	\$15	{ Tls. 8,000	\$1,502	Final of 60 cents making \$1.80 for 1904	10 %	\$18 sales
Do. (Founders')	123	\$15	\$15	{ \$20,000	\$1,502	None	...	\$100
Do. (New Issue)	24,000	\$15	\$15	{ \$20,000	\$1,502	Preferential of 7 per cent for 1904	7 %	\$7 1/2 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 %	\$138
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 Tls. 7,202	\$37,875	Final of \$6 making \$12 for 1904	10 1/2 %	\$117 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ Tls. 20,986	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	13 %	Tls. 19
Hotel Metropole Company, Limited	2,000	Tls. 25	Tls. 25	{ Tls. 20,986	First year	Interim of \$4	...	\$105
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,000 \$50,000	\$11,938	90 cents for 1904	7 %	\$12 1/2 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none \$50,000	\$377	\$3 for 1904	7 1/2 %	\$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000	Tls. 10,666	{Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904 Tls. 5 for 1904 Final of Tls. 4 making Tls. 7 for 1904	6 1/2 % 10 1/2 % 5 1/2 %	{ Tls. 123 buyers Tls. 47 sellers Tls. 120 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none Tls. 67,300	Tls. 670	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 12 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 12 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ none Tls. 34,000	Tls. 5,150	None	...	\$53
West Point Building Company, Limited	12,500	\$50	\$50	{ none Tls. 8,000	\$1,247	Final of \$1.70 making \$3.20 for 1904	6 %	\$53
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none Tls. 35,227	Tls. 11,655	Tls. 4 for year ended 31.10.1903	8 1/2 %	Tls. 48 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ none Tls. 35,227	\$2,862	50 cents for the year ending 31.7.04	3 %	\$164 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 a/c 1898	...	Tls. 43 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 8,115	Tls. 10,000	Interim of 4 a/c 1898 on 6,000 shares	...	Tls. 48 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ none Tls. 8,115	Tls. 22,050	4% for 1897	...	Tls. 160 sales
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	{ none	Dr. P. 2,584	\$25 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	7,500	\$10	\$10	{ none	Dr. P. 2,584	First year	...	\$94 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	{ none	£770	First year	...	\$118 sales
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £314	£770	1/3 per share for 1904	12 1/2 %	\$64 d. buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ £314	\$1,182	\$5 for 1904	8 1/2 %	\$36
China-Borneo Company, Limited	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904	8 1/2 %	Tls. 63 1/2 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 30,000	Tls. 718	Tls. 5 for 1904	8 %	\$10
China Light and Power Company, Limited	30,000	\$10	\$10	{ none	\$37,339	None	...	\$8 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000	\$1,581	\$80 cents for 1904	9 1/2 %	\$17 sellers
Livory Farm Company, Limited	25,000	\$7 1/2	\$6	{ none	\$2,706	\$1 1/2 for year ending 31.7.1903	7 1/2 %	\$100
Fraser and Neave, Limited	4,500	\$50	\$50	{ \$112,500 \$400,000	\$95,054	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$26 1/2 sellers
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$500,000 \$186,000	\$7,551	\$2 for 1904	7 1/2 %	\$27 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ \$186,000	\$7,551	Final of \$1 1/2 making \$2 1/2	9 1/2 %	\$170 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £25,394 £3,000	£8,188	£1 div. and 2/- bonus for 1904	7 %	\$17 1/2
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ none	\$1,747	{ £1.00 50 cents} for year ending 30.4.1904	6 1/2 % 4 1/2 %	{ \$17 \$11
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	{ \$50,000	\$2,795	\$15 for year ending 30.11.1904	7 1/2 %	\$122 1/2 buyers
Hongkong Ice Company, Limited	1,250	\$100	\$100	{ \$50,000	\$5,336	\$5 for 1904	7 1/2 %	\$242 1/2 sellers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	{ \$60,000	\$11,137	Final of \$13 making \$17 for 1904	7 1/2 %	\$152 buyers
Hongkong Steam Waterboat Company, Limited	10,000	\$50	\$50	{ \$25,000	\$299	Interim of 50 cents 30.9.04	12 1/2 %	\$15 1/2
Kat Brothers, Limited	15,000	\$10	\$10	{ \$475,000	\$3,400	\$8 for 1904	6 1/2 %	\$151 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ \$475,000	\$3,400	Interim of \$5	7 1/2 %	\$145 buyers
Matschappij tot Mijn. Bosch en Landbouw- plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465	Tls. 35,849	2nd quarterly of Tls. 5, paid 15.05.04 1st 50 far Tls. 12 1/2 for 1905	19 %	Tls. 185 buyers
Maynard and Company, Limited	3,400	\$10	\$10	{ none	Dr. Tls. 117,638	\$2 for year ended 31.10.1904	9 %	Tls. 25
Mondon (E. L.) Limited	7,000	Tls. 50	Tls. 50	{ none	Dr. Tls. 117,638	\$5 for 1902	...	Tls. 25
Moutrie (S.) & Company, Limited	4,000	\$50	\$50	{ \$5,000	\$833	Final of \$3 making \$5 for the year ending 31.10.04	9 %	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ None	Dr. \$5,537	None	...	\$56
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 8 1/2 for 1904	7 %	Tls. 122 1/2 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	6 1/2 %	Tls. 80
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 25,000	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904	8 1/2 %	Tls. 167 1/2
Shanghai Waterworks Company, Limited	7,200	\$20	\$20	{ Tls. 170,000	Tls. 1,720	Final of 37/6 making 37/6 for 1904	4 1/2 %	Tls. 420 buyers
Singapore Dispensary, Limited	600	\$50	\$50	{ \$30,000	\$1,720	\$6 1/2 for year ending 31.7.1904	7 1/2 %	\$80 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ none	Dr. \$5,068	None	...	\$25
Steam Laundry Company, Limited	5,000	\$5	\$5	{ none	\$3,648	60 cents for year ended 31.5.04	7 1/2 %	\$8 buyers
Straits Ice Company, Limited	10,000	\$100	\$100	{ \$25,000 \$750,000	\$700	First year	13 1/2 %	\$70 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	{ \$750,000 \$50,000	\$84,813	\$10 for second half-year 1904 { \$1 div. and 35 cents bonus for half year ended 30.9.1904	6 1/2 %	\$4 1/2 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	{ none	Tls. 2,025	\$10 for second half-year 1904	...	Tls. 100
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5	7 %	T.Tls. 120
United Asbestos Oriental Agency, Limited	9,900	\$50	\$50	{ \$20,000	\$480	50 cents for year ended 31.5.1904	9 1/2 %	\$60 sellers
Do. (Founders')	100	\$10	\$10	{ \$4,800	\$12,624	\$1 for 1903	16 1/2 %	\$94 buyers
Watkins, Limited	10,000	\$10	\$10	{ \$300,000	\$6,096	Final of 50 cents making \$1 for 1904	8 %	\$7 1/2 buyers
Watson (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$35,000	\$3,000	Interim of 50 cents for year ending 31.10.1905	10 1/2 %	\$14 1/2 buyers
William Powell, Limited	12,000	\$10	\$10	{ \$3,000	\$588	Interim of 50 cents for year ending 31.10.1905	10 1/2 %	\$14 1/2 buyers

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No 4898

晚三十月六年一十三緒光

SATURDAY, JULY 15 1905.

六拜禮

號五十七月七年十

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NOTICE.
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Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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BIRTHS.

On 3rd July, at Shanghai, the wife of J. R. HARDING, Imperial Maritime Customs, of a son.
On 7th July, at Museum Road, Shanghai, the wife of CHAS. E. LINTHAC, of a daughter.

MARRIAGES.

On 30th June, at Shanghai, JAMES MOORE, 4th son of Robert Moore of Liverpool, to MARY EVERIDGE, eldest daughter of James Everleigh, Shanghai.

On 1st July, at Shanghai, WALTER ERNEST WOLSEY, second son of Arthur Wolsey, of South Kensington, London, to GEORGINA, second daughter of William Bourne, of Ilford, Essex.

On 1st July, at Shanghai, WILLIAM LEONARD, eldest (surviving) son, of the late Williams Carby Thompson of Sydney, N. S. W., to MARY JANE, third daughter of William Godson of Elmfield, Camden, Gloucestershire.

On 6th July, at Shanghai, GEORGE MICHAEL BILLINGS, P. A., to NELLIE ROSE SCOTT, only daughter of Captain J. A. Scott of the S.S. *Sual*.

DEATH.

On 3rd July, at Mokkutan, DORIS, infant daughter of Frank and Carrie Th. Rawlinson, aged one year and nine days.

The Hongkong Telegraph
MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.
HONGKONG, SATURDAY, JULY 15, 1905.

A SINGAPORE AMALGAMATION.

(10th July.)

Although Singapore cannot hope to compete with Hongkong in respect of shipbuilding and engineering facilities, much interest will be aroused by the amalgamation of the two well-known firms of Riley, Hargreaves & Co. and Howarth Erskine, Ltd. These firms have been engaged in practically identical business, building and repairing vessels, constructing vessels of

medium tonnage, and kindred works. Indeed Riley, Hargreaves & Co. built the yacht for the Governor of the Straits Settlements, and although there has been a good deal of expert criticism as to the appearance and lines of the vessel, nothing has been hinted derogatory of her sea-going qualities. The result of these two firms working in competition, a friendly competition it is true, was that quotations were kept at a moderate figure, and those requiring tenders had the satisfaction of knowing that they had the choice of two concerns when they desired anything done in the shipbuilding, repairing or engineering lines. Now that the two companies have amalgamated it was naturally feared that the "combine" would promptly celebrate their fusion by increasing prices all round. People in Singapore are just as keen on live competition, and have quite as firm a belief in the efficacy of rivalry, as the people of Hongkong. They recognise that competition means a gain for the public; and, besides, it stirs up the competitors to a sense of their responsibilities to the community and an appreciation of what is required. A trust, on the other hand, is able to say familiarly, "If you don't like it, lump it." It can afford to lie on its oars and play the autocrat so far as the general public are concerned. It is not obliged to rise to each and every occasion, to anticipate the wants of customers and to keep ahead of the times. It has, as an undisputed monopolist, the sublime privilege of dictating what may be done, instead of obeying the demands of those who seek its services. The public become the sycophants, while the trust lords it over them. At any rate that is top often the case, and if these views are somewhat exaggerated as applied to the Far East, it is only necessary to glance at the daily doings of American trusts to realise the ultimate possibilities of such amalgamations. Riley, Hargreaves & Co., and Howarth Erskine, Ltd., each paid satisfactory dividends to their shareholders while they were separate and rival concerns. Now that they have joined forces it may be anticipated that even those dividends which were reckoned as good in the past will be eclipsed by the dividends of the amalgamated firms in the future. To the average onlooker, however, the question of dividends is outside his thoughts. He is inclined to wonder whether the amalgamation will have the effect of creating a monopoly to the detriment of the customer. That this question has come to the fore in Singapore is evident from the fact that Mr. W. M. Robertson, the managing director of Riley, Hargreaves & Co., thought it necessary to make an explanation to the shareholders, on the subject. Truth to tell, his arguments in favour of amalgamation are extremely plausible, not only from the shareholder's point of view but also from that of the customer. He remarked that in order to compete against British, American and German firms it was necessary to cut prices as fine as possible, with the result that in order to obtain a satisfactory dividend the turn-over of business had to increase in proportion. A greater turn-over means a greater stock, which, in turn, means a greater staff, which, again, means a greater expenditure. The amalgamated concern will be able to dispense with the double stock and introduce new varieties; while the money of the two firms lying in duplicated stock can be laid out to more profitable advantage. Moreover, the cost of the staff will be reduced. Mr. Robertson said: "It is confidently anticipated that, even if the number of principal members of the staff is not reduced, the increased business which is bound to follow from the more advantageous employment of the general staff, will cause their salaries to bear a smaller proportion to the working cost of the business." With reference to the question as to prices, Mr. Robertson remarked that the new Company will be able to work at lower rates than is possible at present. That is the crux of the situation in the eyes of the outsider. The amalgamated concern can reduce their prices and the general body of customers will benefit, the shareholders also gaining by the increased business and the reduced capital expenditure. The managing director protested that the new Company would not be a monopoly, but what it was, if not a monopoly, he did not deign to say. Seeing that it has no competitor and can now defy any opponent starting in Singapore on similar lines, the amalgamated property would seem to be a first-class example of the monopolistic system, but the prospect of larger profits, bigger dividends and greater prosperity all round, has frequently the effect of acting as a purple fog to the mental vision. The scheme is of interest to Hongkong because it indicates the establishment of a possible rival to the Hongkong Dock Company, where the smaller craft plying in the Far East are in question. Fortunately, Hongkong is so far ahead in being able to deal with the leviathans of the sea as well as the pignies, and is so favoured by natural advantages that Singapore could at the best offer but slight competition against the Hongkong and Whampoa Dock Company. Still, the germs of a big undertaking lurk in the amalgamation and it will be well to keep an eye on its doings in the future.

THE SENTENCE ON CAPT. BOUGUIN.

(12th July.)

The sentence of ten years' imprisonment which the Japanese Court has passed on Captain Bouguin, accused of espionage, will certainly stir the doves in France. The evidence on which the prisoner was convicted has not yet come to hand, but if the assertions made by the French press as to the character of Captain Bouguin are to be implicitly accepted, there is every reason to believe that there has been a gross miscarriage of justice. It can well be understood that the Japanese nation, roused to action by the dilatory methods of Rodjensky's fleet in French colonial waters, and the supineness exhibited by the French authorities, when their attention was directed to the presence of the fleet under the shadow of the tricolour, should have been galled and irritated almost beyond endurance. And when they found, as they believed, a traitor in their midst they would feel inclined to visit the brand of their anger upon his head. We can only surmise what has taken place, in the absence of the proof which led to the conviction, and the punishment inflicted on Captain Bouguin. To understand the position, it should be known that Captain Bouguin was no transient visitor to Japan. He was one of the best known Frenchmen in Tokio. In 1870 he was appointed military attaché to the French Legation in Japan. So high an opinion was formed of his talents, that when the reform movement came into full swing Captain Bouguin was engaged as an instructor to the new army of the Mikado. On retiring from that position, he went into business, and resided in the outskirts of the capital, cementing old friendships and gathering around him a host of new faces. On the outbreak of the war between Russia and Japan, Captain Bouguin was appointed special correspondent to several newspapers—three French, one English and one American. Naturally the journals which secured his services congratulated themselves on having a representative in whose judgment they could place absolute trust, whose discretion was beyond praise, and whose relations with the Japanese Government were of the most cordial nature. As a newspaper correspondent, Captain Bouguin kept copious notes of passing events. Although it might be forbidden to publish certain news which was occurring on the spot, the facts could be collected and collated for future reference. Doubtless, like all war correspondents, Captain Bouguin hoped to write a book on the war, the events leading up to

the outbreak, and the conditions prevailing in Japan during the struggle. At any rate when the Japanese authorities made a domiciliary visit to Captain Bouguin's residence they found a mass of papers and notes ready to be worked into articles for the press. It is easy to comprehend how people who are not newspaper writers and are not acquainted with the immense drudgery and toil involved in the collection of facts, might construe the researches of Captain Bouguin, his ample notes and probably comments on current events, as detrimental to the public safety. It is even comprehensible that the presence of a mass of documents all referring to Japan's position and her resources might lead to the arrest of the writer or compiler as a spy. But it is difficult to understand how a Court of Law in Japan could be misled if these were the only charges against the accused—that he kept an extensive memorandum of political affairs. *La Liberté*, which was one of the Paris journals represented by the Captain, admitted that the police found outlines and rough notes, on the war in Captain Bouguin's house, and added: "The Government, moreover, seems convinced, without chance of dispute that the documents seized with such *ecclat* are nothing less than the bases of information destined for the greatest possible publicity." But that is not the aim of espionage. The spy hopes to benefit the particular Government or faction by which he is employed, and to benefit them to the exclusion of all others. The writer who hopes to give his views the "greatest possible publicity" is a reviewer, a leader or guide of public opinion, whose main object is to present his views to the world in such a form that they will command attention and gain some kudos for the author. *Le Petit Parisien* says of Captain Bouguin: "Several times he has sent us letters and telegrams which were noteworthy." *La Liberté* says—"Captain Bouguin" sent us many contributions. "We have still in the *Liberté* office photographs and notes of Captain Bouguin's, whose role of correspondent and journalist is by them shown to be indisputable and perfectly legitimate." *Le Journal de Paris* asks—"Does not this affair assume serious proportions?" while *Le Populaire* of Nantes significantly inquires—"Is he the victim of a denunciation? Is this the petty spite of Japan?" Then again *Le Petit Provençal* of Marseilles says—"How can one believe that a man so scrupulously honest, one of an integrity and honour unquestioned, could betray the hospitality of a land made dear to him by so many claims?" Exactly, that is the point. Is it likely that Captain Bouguin who knows Japan and the Japanese, as comparatively few foreigners are permitted to know them, would seek to act as a traitor to his second home? After a man has been thirty years in the East he has few ties in the land of his birth to drag him away from the scenes which have sunk themselves indelibly into his mind. His hope is to spend his remaining years quietly in the land of his adoption, taking a calm, academic interest in the doings of his new heritage. One of the French papers refers to the case of Collins, the British subject who was sentenced to ten years' imprisonment for espionage. That was a clear case, however; Collins was a spy pure and simple, and he had never a ghost of a chance of acquittal. But Captain Bouguin was in a different position; he was almost a Japanese in thought, if not in spirit. What the evidence could have been that sufficed to warrant his conviction as a spy it is impossible to say. But from what we know of Captain Bouguin's record we can only say that if he has been rightly sentenced to ten years' imprisonment, then Bennett Burleigh can thank his lucky stars that he cleared out of Japan before the story of the *Sanson* and the negotiations with Pavloff became public property. The papers containing the evidence which led to Captain Bouguin's conviction will be awaited with no little impatience; and the attitude of the French Government will be watched with unusual interest.

A PEACEFUL CONQUEST.

(13th July.)

Prince and Princess Arisugawa, who have been cited and lionised in all the chief political centres of Europe, have at last turned their faces homeward. The time has passed when actions of the blood royal of Japan could be ignored by European monarchs and statesmen. Japan has proved conclusively that a new star has risen in the East and in future deliberations the position and claims of Japan must be considered and honoured. For Japan has accomplished what the great majority of Western nations feared to attempt; she has muzzled the white bear, driven her cubs from the country in which she had no rightful place, and ensured the peace of the world for years to come. The visit of Prince Arisugawa to Europe at this most propitious time afforded the Powers an opportunity of showing how highly Japan's victories in the Far East were appreciated, and how anxious all were to welcome the new Power into the councils of nations. The primary object of Prince and Princess Arisugawa's trip to Europe was to represent the Emperor of Japan at the marriage of the German Crown Prince. But, as it proved, the visit partook more of the nature of a triumphal pageant through France, Germany and England than a mere expression of Eastern courtesy. In Paris, where the friends of Russia abound, the Prince and Princess were received with every token of respect, their welcome was enthusiastic and not a word in derogation

of Japan or the Japanese was heard. Pierre Loti has done something to educate the French classes in matters oriental; but the reception of Prince Arisugawa and his consort was spontaneously pleasing on the part of the people as a whole. In Germany, as might have been expected, the Emperor improved the occasion to some purpose, and if His Majesty used the expression that "the Japanese are the scourge of God," which he afterwards recalled, he showed practically and unmistakably his desire to cement his nation's friendship with Japan. On proceeding to England honours without end were showered on the representatives of the Mikado. England's new ally was feted and feasted in the persons of the Prince and Princess. Even the murky, disagreeable weather which prevailed in the metropolis during the Royal visit did not subdue the enthusiasm of the people, and the coming of King Alfonso to London could not overshadow the distinguished personalities from Japan. "The British" knows only one way of showing his regard and that is by a gastronomic display. Prince and Princess Arisugawa have survived the interminable round of feasts and banquets, to say nothing of the addresses from Corporations and Councils, and the whirlwind of flattery, which began when Their Royal Highnesses first stepped on English soil and continued until the *Freussen* left Portsmouth, has not affected the simple modesty and high dignity of the Emperor of Japan's envoys. They have seen England for themselves, visited the Elswick works whence a great part of Togo's fleet has come; and launched one of the largest battleships in the world. When the Royal party return to Japan they will be able to speak of the feeling which exists in Europe towards Japan, as the result of the victories obtained by Togo, Kuroki and Oyama. They will also be able to show how Japan in a couple of years has advanced from a third-rate power into the first-class, and the astute statesmen of Japan will know how to take advantage of that fact. The visit of Prince and Princess Arisugawa to Europe was most opportune; it could not have been better timed if the Emperor's representatives had waited for a decade to find the proper season. It has brought forth expressions of unbounded congratulations from all the Powers, and it has helped, we may trust, to lead the statesmen of the West to value and acknowledge the potentialities of that alliance between Great Britain and Japan which is now securely based on mutual friendship and admiration.

THE FASCINATION OF THE EAST.

(14th July.)

Hongkong as a field for talent and commercial ability is the theme of an article which recently appeared in a home journal. It is perhaps natural that a writer who has left behind him the rocky island, and remembers it only as a busy bustling mart, where the ships of all nations are to be seen, and where the peoples of every country throng and jostle in the exercise of their particular callings, should see in perspective the opportunities which Hongkong offers to the active, intelligent and pushing worker. Those whose lives are being passed under the shadow of the Peak are not so optimistic, nor are they so ready to believe that Hongkong is a very promising outlet for the brainy, energetic men of the West who arrive here sans money, sans friends, sans prospects. The writer suggests that a young Englishman with a few good agencies and a little capital is bound to make his way. But the good firms of the West, which are not already represented in the East by old and established houses, must be few and far between. By a lucky fluke it is possible that an enterprising Britisher might chance upon some commodity which is as yet unexploited and build up a business and a fortune for himself out of the requirements and tastes of the Chinese; but it is to be feared that such openings are rare at the present day. It is quite true that Hongkong as a distributing centre is daily increasing in importance. The construction of railways on the mainland, and especially in the Kwangtung province, is certain to benefit Hongkong, because districts which are at present more remote from outside intercourse and influences than the interior of Brazil, will be opened up to commerce, the standard of living will be raised, and what are at present deemed luxuries by the natives will become necessities in the immediate future. But while opportunities for business enterprise will emerge as the result of increased facilities in communication, it is doubtful whether the man of modest means will be in a position to take advantage of them. Hongkong is a strictly limited sphere for the friendless middle-class youth who arrives here "on spec." The clerks and assistants who come to Hongkong, with fixed salaries and free passages to the Colony and home again, have few cares to burden them at the outset. They have only to lead decent lives and, in time, they may obtain a certain position where it is possible to acquire a competency. Perhaps for that very reason—the assured salary, the regular routine, the placid life, the unambitious friends who are to be found at every corner, the easy work compared with that in England—the average covenanted man is apt to lose his aspirations, and remain content with his subordinate position, trusting that the lapse of years will bring him to the top, not through any particular merit, but simply owing to the effluxion of time. The few who, with the start they have received, have pertinaciously stuck to their ambitions have almost invariably succeeded. On the other hand, the stranger, having nobody to depend upon but himself, will sink or swim accord-

ing to his temperament and natural inclinations. The very fact that he is alone may act as a spur to his efforts, but he must be prepared to fight all the slings and arrows of fortune which will be his portion for a time. The writer, who pictures Hongkong as an ideal place for the youth of energy, suggests that the newcomer should have a capital of £5,000 at the bank. A man of ability and acumen with £5,000 in hard cash can make his fortune anywhere—in London quite as well as in Hongkong, in Jamaica or in Peru. People with £5,000 in golden sovereigns do not start business in Hongkong unless they have connections in the Colony, or have been induced to wander thus far afield by the advice of those who have themselves trod the streets of Victoria. The fact of the matter is that Hongkong is no place for the needy youth who has no prospects, and arrives without the hope of a position. It is no place for the shiftless wanderer who will degenerate until he becomes a reproach to himself. Hongkong affords an opening to those who start favourably, who have the time to look round and to calculate their chances of success in business. It opens up a vista of prosperity to those who come out here under agreement—provided they "stick to the last"—and to very few others. The Far East is very far from being played out, but the secret of the "open sesame" is known and divulged to a minute fraction of those who pass a few years in China. The best advice to the stranger who thinks that a future lies in his hand in Hongkong is to remain at home. If he has £5,000 to invest, he will make money in Hongkong or anywhere else for that matter. The man without means will find himself shunted from pillar to post until he has reached the Slough of Despond, unless he is endowed with a super-abundance of innate grit which may in time bring him to the surface. On the whole Hongkong is not what could be described as a promising field for the middle-class youth of parts.

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TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

DEATH OF A. G. WARD AT SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 9th July, 11.40 a.m.

Mr. A. G. Ward, the organist of Holy Trinity Cathedral, died here on Saturday, from typhoid fever, and will be buried to-day.

Special services were held at the Cathedral for the deceased, who was very popular in Shanghai.

[This sad news became generally known by an announcement made by the Rev. Mr. Jenkins at the conclusion of his sermon at St. John's Cathedral yesterday, and was heard with profound sorrow and regret by a full congregation, to the majority of whom Mr. Ward had been personally acquainted during the many years he was organist of the Cathedral, and throughout the time that he was the soul and centre of all musical matters in Hongkong. The news was received by Mr. Jenkins, the present acting chaplain of St. John's Cathedral, just before the commencement of matins, and arrangements for a semi-memorial service were at once made. In place of the usual anthem the hymn, "For all they sinned who from their labours rest," was sung to the deceased organist's own setting, while after the final Benediction, the hymn "Ow the labourer's task is o'er" was impressively sung. This over the "Dead March in *Sau*" was played. It was a somewhat melancholy coincidence that on the first occasion of his assumption of duty, the new organist of St. John's Cathedral, Mr. D. Fuller, who has just arrived from home, should have been called upon to preside at the organ and play the "requiem" of his predecessor. From Northern papers of late the deceased was named as being at the Nursing Home, and that Mr. A. J. H. rule was temporarily acting as organist of Holy Trinity Cathedral.—ED., H.K.T.]

S.S. "ARDOVA" v. S.V. "DUNDONALD."

£750 AWARDED FOR SALVAGE.

[From Our Own Correspondent.]

Shanghai, 10th July, 2.45 p.m.

The owners, captain and crew of the S.S. *Ardova* have been awarded £750 for the salvage of the sailing vessel *Dundonald*.

[The amount claimed by plaintiffs was £4,500 being costs, expenses and damage stated to have been incurred by them in towing the defendant vessel to Shanghai. Mr. R. N. Macleod, of Messrs. Stokes, Platt and Teesdale, appeared for the plaintiffs and Mr. J. C. Hanson, of Messrs. Dowdall, Hanson and McNeill, for the defence. At the last hearing of the case on the 5th inst., Counsel for the plaintiffs stated that with reference to the distribution of the award the owners of the *Ardova* did not claim more than three-quarters of the amount. Of the balance the greater portion should go to the captain, on whom alone was the responsibility of risking his own ship. The first officer had a certain amount of extra work and there were four men who accompanied him in arranging the tow, but they were no longer on the *Ardova's* crew and their names were not known. In conclusion, Counsel said that, having consented to admit the *Dundonald's* value at £7,500 he had to reduce his claim to £4,500.—H.K.T.]

THE PEACE CONFERENCE.

BARON KOMURA'S DEPARTURE.

FROM SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 10th July.
2.45 p.m.

Baron Komura, one of the Japanese Plenipotentiaries in the forthcoming Peace Conference, left Shanghai for Washington on Saturday.

There was a great public demonstration upon his departure.

[The *Universal Gazette* says that Japan has appointed Baron Komura, Minister of Foreign Affairs, a plenipotentiary as he has a good knowledge of things Chinese and the present war has been originated on the Chinese problems and consequently there will be many clauses relating to China in the peace protocol. The Russian Government knowing this has decided to detain M. Pokotiloff to the Russian Peace Plenipotentiary, to proceed to the United States so as to meet the requirements. M. Pokotiloff is a former manager of the Russo-Chinese Bank in Peking.—Ed., H.K.T.]

CAPTAIN BOUGOUIN SENTENCED.

TEN YEARS' IMPRISONMENT.

[From Our Own Correspondent.]

Shanghai, 11th July.
10.10 a.m.

Captain Bougouin, who was found guilty on a charge of espionage in Japan, has been sentenced to ten years' major penalty imprisonment.

[Captain Bougouin, one of the best-known Frenchmen resident in Japan, joined the French legation as military attaché at Tokio in 1876, and is said to have inspired such a high regard and such confidence with the Japanese General Staff that he was employed as an instructor of the army of the Mikado. He filled this office to the entire satisfaction of the Government, and when he retired he remained in the immediate environs of Tokio and gave himself up entirely to industrial interests which he had the agency. The relations which he had enjoyed with the Japanese Government, his former position, and his perfect courtesy brought him special authority, and few Europeans were as well received in all quarters of the capital. When the war broke out Captain Bougouin entered into relations with the French Press, which consulted themselves upon finding out there a correspondent to well advised on the affairs of Japan. He sent many contributions to *Le Petit Parisien* and *Le Libérateur*, and also furnished those journals with many photographs and various notes. From information which came to the ears of the Japanese police M. Bougouin's house was searched and outlines and rough notes on the war were found and seized. The preliminary examination of the captain and Maki, his Japanese employee, took place a short time ago when they were found guilty of divulging military secrets, but sentence was deferred. The Englishman, Mr. Strange, Capt. Bougouin's stepson, was released on the ground of insufficient evidence.—Ed., H.K.T.]

SHANGHAI MUSICIAN DROWNED WHILE BATHING.

[From Our Own Correspondent.]

Shanghai, 11th July.
10.10 a.m.

W. Valenza, the violinist, and son of the conductor of the Shanghai Operatic Society, was drowned while bathing at Hongkew yesterday evening.

THE INTERNED "ASKOLD."

SAILORS INSUBORDINATE.

BLUEJACKET IMPRISONED.

[From Our Own Correspondent.]

Shanghai, 11th July.
12.30 p.m.

The sailors of the interned Russian cruiser *Askold* have lately been inclined to acts of insubordination. One bluejacket has been tried and sentenced to be imprisoned for two years and six months.

The Russian officers are very reticent over the whole affair.

[Official.]

JAPANESE RE-OCCUPY SAGHALIEN.

RUSSIA'S SLIGHT RESISTANCE.

Mr. M. Noma, Consul for Japan, kindly forwarded to us the following telegram:—

Tokio, July 10, 2.55 p.m.

The official report of the Saghalien landing army states that our army occupied Korsakov early on the morning of the 8th inst., without much resistance.

The Russians burnt the town of Korsakov, and retired to the position near Solovka (about seven miles north of Korsakov), where they again attempted the resistance, but being dislodged by our pursuing force, retired towards Vladivostok (about 22 miles north of Korsakov).

In this engagement we captured four guns and some quantity of ammunition. No damage sustained on our side.

Tokio, July 10, 5.56 p.m.

Admiral Kataoka reports that our squadron arrived at Saghalien waters at daybreak of the 7th inst., and after sea-clearing operations, our transports and a part of our squadron approached to the coast. Our combined naval detachment then landed and, without resistance, occupied the position as previously determined. Thereupon a part of our army also landed and relieved our naval detachment. Meanwhile, the enemy's fort on the height south of Korsakov opened fire at our ships which were engaged in clearing the sea, but the latter successfully effected the operations as

prearranged. No damage was sustained by our squadron.

At early morning of the 8th inst. three warships and two destroyers were despatched to assist the movement of our army in occupying Korsakov, but they found that Korsakov was already occupied by our army. At 2 p.m. our destroyers entered Chitose Bay, which was formerly called Rososel Bay, when the enemy opened a vigorous fire with field guns, which, however, were finally silenced.

TOGO AGAIN ACTIVE.

Tokio, 11th July, 1.55 p.m.

Vice-Admiral Kataoka reports that the two cruisers and four torpedo-boats, under Rear-Admiral Togo, with troops on board, were despatched to the Kondo promontory (south-western corner of Saghalien) on the 10th inst.

After a demonstrative bombardment the squadron landed the naval detachment and occupied the promontory.

The lighthouse and buildings were found in a good condition.

DEATH SENTENCE.

AT SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 14th July.
2.15 p.m.

The three Sikhs charged with having been concerned with others in causing the death of a Gurkha watchman at the International Dock, on the 9th June, have been found guilty. They were sentenced to death.

[Private.]

SHANGHAI LAND CO.

INTERIM DIVIDEND.

Shanghai, 13th July, 1905.

The Shanghai Land Investment Co., Limited, has declared an interim dividend of Three taels per share.

[We are indebted to Messrs. Benjamin, Kelly and Potts for the above telegram.—Ed., H.K.T.]

SANITARY BOARD.

11th inst.

The usual fortnightly meeting of the Sanitary Board was held this afternoon in the Board room.

MOTION BY THE PRESIDENT.

The President moved:—That the Board hereby authorize Dr. W. W. Pearce, Dr. H. Macfarlane, Dr. W. Moore and Mr. A. Gibson to enter any shop or premises used for the sale or preparation for sale, or for the storage of food, to inspect and examine any food found therein which he shall have reason to believe is intended to be used as human food, and in case any such food appear to be unfit for such use, to seize the same in accordance with section 83 of the Public Health and Buildings Ordinance No. 1 of 1903.

INSPECTORS OF NUISANCES. Correspondence relative to the appointment of all existing Sanitary Inspectors to be Inspectors of Nuisances under the Sale of Food and Drugs Ordinance, 1896, was laid on the table.

OPEN SPACES.

An application was submitted by Messrs. Palmer and Turner for a modification of the requirements of section 138 of the Public Health and Buildings Ordinance, in respect of Nos. 70, 72, and 74 Queen's Road Central. The applicants stated, in order to conform with the requirements for open space, a considerable portion of the site on which buildings now stood must be given up for open space, and thus it was proposed to pull down all the buildings on the block, portion of which includes the "New Traveller's Hotel," and rebuild the same. These premises are three-story buildings, but to make up for the loss for open space the applicants sought the Board's recommendation that they be allowed to rebuild them to a height of four stories, and to be allowed a depth of 50 feet for the ground floor, instead of 40 as provided by the Ordinance.

The Medical Officer of Health minuted: "I agree as to verandahs being confined to the height allowed by the Ordinance—that is not to be carried above three stories high. As regards depth of ground floor shops, one of them is a corner building lighted from Pottinger Street, and another comes opposite the backyards of houses facing on Pottinger Street. If the roof of the latter houses were differently arranged it would improve the lighting of the middle shops, and I think the 50 feet depth could be sanctioned for all of them."

Mr. A. Rumjahn minuted: "Adopt the views of the M. O. H."

PUBLIC WATER.

The Government Analyst reported on samples of water drawn from fountains in Chater Road, Hollywood Road, Pumping Station, Bonham Road, and at Yaumati, all of which he found to be of excellent quality.

EXAMINATION OF FOOD.

The Government Analyst submitted a report on samples of beer and milk examined by him, in which he found all the beer—six bottles—genuine, and of eight bottles of milk one was adulterated.

Mr. H. E. Pollock, K.C., asked if there had been a prosecution in the case of the adulterated milk, and if so, with what result?

The Hon. the President said there had, and a fine of \$100 was inflicted.

LINENWASHING.

Since last report 811 houses had been linenwashed and cleaned under the superintendence of the Sanitary officials.

EXTRADITION OF CHINESE SUSPECTS.

IMPORTANT JUDGMENT.

11th inst.

The Full Court delivered judgment to-day in the matter of the extradition of a prisoner named Wong Ka Cheung.

The Chief Justice, Sir Francis Pigott, read the judgment of the Court as follows:—

On the hearing of the application for a *habeas corpus* before me on June 6, I referred for argument before the Full Court the second, fourth and fifth points which had been raised on behalf of the prisoner; these points were argued on June 29. The second point was that the prisoner's surrender, though asked for an extradition crime, had in fact been made with a view to try him for an offence which is

not an extradition crime (Article 4 (1) of the Ordinance). On this point the first difficulty which arose was with regard to the meaning of the expression "in fact with a view." The learned Attorney General contended that this question was governed by the ruling in *Attorney General v. Queen's Bench* (1885). All questions of *mal fides* on the part of the foreign government being put aside, under the English Act the ulterior object of the government to prosecute the person extradited for a political offence may be shown. So, under the Hongkong Ordinance, the ulterior object of the foreign government to prosecute the person extradited for a non-extraditable offence may be shown. In order to prove the ulterior intention in the present case the proclamation of the Brigadier General at Tientsin in Kwong Sai province was put in. It may, I think, be legitimately argued from this document issued in order to assist in the work of exterminating bandits from certain villages that although the extradition of Wong Ka Cheung was only demanded for one crime of armed robbery, yet it does show the ulterior intention of the Chinese Government of punishing him, when they have got him, as a bandit. But a bandit obviously means a person who has been concerned in more than one armed robbery. The ulterior intention, therefore, if it exists to try the man for other extraditable offences than for one for which his extradition is demanded, is not for other non-extraditable offences. If this indeed be the ulterior intention, it is fully covered by the provisions of Article 4 (3), which provides that before the extradition is granted an engagement shall be given by the Chinese Government that the prisoner shall not be tried for any offence committed before his surrender other than the extradition crime for which his surrender is demanded. The second point was that the prisoner's guilt had not been proved as required by Article 23 of the Treaty of Tientsin. On this point I indicated that the many doubts which I felt in my former judgment, but the solution of them is somewhat easier than I at first anticipated. In the first place I accept the learned Attorney General's argument that the words used in Article 21 of the Treaty "on proof of guilt" cannot, on the reason of the thing, bear the rigid meaning that the prisoner is to be found guilty. For, in the first place, the trial is to take place in China, and the proof of guilt will be there required according to Chinese law. In the second place the trial is not to take place in Hongkong, either under English or Chinese law, and the man will not be punished in the Colony. It would be impossible therefore to determine by what law he was to be found guilty. The only possible interpretation of the words is that the Colonial authorities who are entrusted with the proceedings in Hongkong are to be satisfied that the prisoner is guilty. The magistrate is the authority charged with the inquiry and the evidence before him, under Article 10, is to be such as would justify the commitment of the fugitive criminal for trial at the Supreme Court, if the crime of which he is accused had been committed in the Colony. I have already indicated that there appears, on the face of this provision, to be a variance between the Treaty and the local law for a magistrate can only charge, not acquit; or commit for trial but not find guilty. But Article 10 of the Extradition Ordinance must be read subject to Article 76 of the Magistrate's Ordinance, No. 3 of 1890, and by the second part of that article the magistrate is to commit the prisoner if in his opinion the evidence is sufficient to put the accused upon his trial for an indictable offence, or if the evidence given raises a strong or probable presumption of the guilt of the accused. This provision is copied verbatim from the English Act, 11 and 12 Vict. c. 42, s. 55. What the precise distinction between these two alternatives is I have not to inquire, and the books do not throw much light upon it. It is sufficient to say that the second condition for commitment for trial is exactly fit in with the duty required of the Colonial authority by the Treaty. If the first condition had stood alone it would have been necessary to have gone into the question of ultra vires, suggested in my previous judgment. But it does not, and we are, therefore, relieved from the duty of deciding a most troublesome point of law. Had it been necessary for us to do so we should have received material assistance from the learned Attorney General's able argument. The Magistrate expressed the opinion that the prisoner was guilty. It is impossible to say that in doing so he was not in compliance with the law, but I think I think it would be better for the Magistrate to adhere rigidly to the words of "article 76, and to say whether or no the evidence given raises a strong or probable presumption of the guilt of the accused. The fourth point, therefore, fails. On the fifth and last point Mr. Ferrers admitted that the cases were too strong for him to contend that this Court could review the Magistrate's decision as to facts. The law is too clearly established for this point to be raised. He contended, however, that under Article 15 of the Magistrate's Ordinance, the Magistrate ought to have heard the complainant, he said, the Chinese official, in charge of the case. But Article 15 is in Part II of the Ordinance, which deals with "Procedure in respect of Summary Offences." There is no such provision in the part which deals with indictable offences. The fifth point, therefore, also fails. All the points which the ingenuity of Counsel has raised on behalf of the prisoner have thus been overruled. All of them were well worthy of consideration; some of them of considerable difficulty. The sum and substance of this decision is that while there have been some deviations from what I consider to be the strictness of practice which the law requires of none of them has been sufficiently serious to warrant the proceedings being set aside. The *Writ of Habeas Corpus* is therefore discharged.

The Attorney-General (the Hon. Sir H. S. Berkeley) by Mr. H. E. Pollock, K.C. (instructed by Mr. F. B. Bowley, Crown Solicitor) appeared for the Crown; Mr. H. N. Ferrers, of Counsel, represented the prisoner.

A QUESTION OF JURISDICTION.

AMERICAN JUDGMENTS IN HONGKONG COURTS.

11th inst.

The Chief Justice, Sir Francis Pigott, sitting in Original Jurisdiction to-day, heard argument in an action at the instance of Robert Smith, marine engineer, Seattle, against William Duubar, trader, carrying on business at Beasfield Arcade, Hongkong. The plaintiff stated that in 1904 he obtained judgment in the Circuit Court of Multnomah, Oregon, U.S.A., against defendant in the sum of \$8,000.75 gold. He now claimed the recovery of that sum at the rate of 5 per cent. from 31st December, 1907, and \$50.45 gold as costs. The issue now before the Court was as follows:—

"Is the plaintiff entitled to have the judgment of the Circuit Court of Oregon in the United States of America enforced by the Supreme Court of Hongkong against the defendant, who is a British subject, and who was absent from the United States of America at the commencement of and throughout the action in which the said judgment was given, and who has not submitted in any way to the

jurisdiction of the said Court. In the said action?"

Mr. H. G. Cathrop, of counsel instructed by Mr. F. P. Hett, of Messrs. Bruton, Hett and Goldring, appeared for the plaintiff; Mr. H. E. Pollock, K.C. instructed by Mr. C. F. Dixon, appeared for the defendant.

After hearing argument the Court reserved judgment.

CAR CONDUCTOR'S ACTION.

DAMAGES CLAIMED FROM SANITARY INSPECTOR.

13th inst.

In the Court of Summary Jurisdiction this afternoon Judge Mr. A. G. Wise, P.M., sitting on the bench—an action for damages for illegal arrest was opened. Chung Fook, a car conductor, claimed \$300 damages from Dennis O'Keefe, sanitary inspector, Percival Street, for having on 18th June last taken the plaintiff to No. 2, Police Station and charged him with stealing 30 cents.

Mr. H. W. Looker of Deacon, Looker and Deacon appeared for the plaintiff; and Mr. F. P. Hett of Bruton, Hett and Goldring represented the defendant.

From the evidence led for the plaintiff it appeared that on the night of the 18th June, between 9 and 10 p.m. the defendant O'Keefe, three ladies, a "small baby" and a Mr. Leonard, boarded a tramcar near the Salter's Home. When the plaintiff came to collect the fares the defendant handed him some coins. At that moment the trolley lost the wire and the car was plunged into the water again. When he had done that, he came back to the defendant and his friends. He opened his hand and found that there were only 45 cents there instead of 75 cents, the proper fare. When the defendant was asked for more money he maintained that he had paid the full amount and alleged that the plaintiff had stolen 30 cents. There was a ticket inspector on the car and he was called. Defendant refused to pay the additional 30 cents and when challenged replied—"I have paid him 75 cents and I will charge him and get him six months' hard labour and six hours in the stocks." At No. 2, Police Station, they all got off, and the conductor was charged with the felony of 30 cents. The sergeant at the station, however, refused to accept the charge, holding that the evidence was too weak. Then they all went to the house of the traffic inspector, Mr. Course, in Morrison Hill Road, and the complaint was made to him. Mr. Course was sceptical, because he did not think a car conductor would steal the money when there was a ticket-inspector on the car. It was brought out, in evidence, that the conductor had to follow the plaintiff to the police station when a charge was made against him. Mr. Course said there had been trouble with the defendant O'Keefe before. There was a breakdown and defendant demanded his money back. He was told to wait a few minutes and the car would go on again, but he still demanded his fare back. "He was not satisfied," remarked Mr. Course. The plaintiff said that he thought the defendant on 18th June was "eighty-four drunk" (laughter). The police sergeant said that the defendant was "sober but excited," and another witness said that he "was excited and speaking loudly."

The case for the plaintiff was closed and the hearing adjourned till Monday next.

A HONGKONG BANKRUPTCY.

CANTON LOTTERIES AND HONGKONG SHAREHOLDERS.

13th inst.

The examination in bankruptcy of Ma Fat Ting, managing partner in the firm of Lai Hing, goldsmiths and bankers, was continued before the Chief Justice, Sir Francis Pigott, to-day. The money owing to creditors was \$588,416 due for money deposited in the bank, while the assets were stated to be \$1,200,000. Large sums had been lent to the Wang Fung Co., which controls the Wai Sing lotteries of the Kwangtung province. One amount borrowed was \$1,757, and last year some hundreds of thousands of dollars were lent.

By His Lordship—How much money have you in the Lai Hing firm?—20,000 taels.

Is that the same as the other partners?—Some have more, some less.

What rate of interest did you receive?—\$80 per \$1,000 a year; if there was a profit I also got a bonus. There was no bonus last year. In the previous year I got \$600.

What rate was the bonus calculated at?—For every \$100 I got \$15. That was irrespective of profits. The whole of the profits were divided.

What is this Wang Fung Company of Canton?—It has the monopoly of the Wai-sing lottery in the Kwangtung province.

The Official Receiver said the lottery was run in connection with the examinations held in Canton for civil and military appointments. His Lordship—So they hold a lottery on the result of the examinations?—Yes, my Lord.

By His Lordship—How much money has been advanced by the Lai Hing firm to the Wang Fung Company?—About \$130,000, but I don't remember the exact amount. The money was required to pay the Chinese Government for the monopoly of the lottery.

What rate of interest was charged by the Lai Hing firm?—On a fifth per cent. per month, about 15 per cent. per annum.

How much did you receive from the Lai Hing Company?—\$50 a month.

What for?—Everyone got it who had a share in the Company.

But why? What for doing?—That was the agreement.

Do you say you are a shareholder in the Wang Fung Company?—Yes.

Witness stated that he had \$600,000 with that Company now.

You have said that if the profit was \$5,000,000 you would get \$100,000—that is?—Yes. If there was a million capital and a million profit then each share would get \$10,000.

His Lordship continued to interrogate the witness with the object of learning what he did to earn the \$500 which he said he received as wages. The witness replied that he did nothing—he got the \$500 under an agreement. When a partner had \$100,000 in the business he got \$500 a month as wages.

Has he anything to do with the working of the concern?—Nothing.

Were there any persons in the Wang Fung Company who were not partners in the Lai Hing?—There was a number.

In answer to the Official Receiver the witness said that the office of the Company was in a house belonging to the Lai Hing in Bonham Street East. It was not the fact that Wang Fung and Lai Hing were one and the same firm.

By His Lordship—How does this Wang Fung Company invite people to take shares in the lottery?—That is the Canton business.

Were circulars sent to Hongkong?—No. Hongkong people were not invited.

There is a law against lotteries here, is there not?

The Official Receiver—Yes. It is not permitted to deal in lotteries.

What is the object of having a branch established here?—Witness: Because there were share holders in Hongkong and sometimes when there was no money in Canton it was got from Hongkong.

Is it a big office?—One room, and one man to attend to it.

And the only business is the collection of capital?—That is all. The Wang Fung Company has no other business.

What is the cost of the lottery?—Say a million a year, but it all depends upon the number of examinations. Sometimes it is more; sometimes less.

The examination was adjourned for a week in order that the official receiver might look into the books.

DISGRACEFUL STORY.

FROM WANCHAI.

13th inst.

Two butchers were charged, this morning, before Mr. C. M. Orme with cleaning the carcasses of pigs in a place other than a licensed slaughter-house at Wanchai. P. S. 501 stated that he went to the house in question and there found defendants, the first holding some pork and the second cleaning a carcass. The pigs had not been killed nor bled, but had died, and had been pick-up in the waters of the harbour. In the house were found blocks, choppers, carving "dressers," and boilers. There was also a large quantity of pork, which had not been bled, waiting for pickling, while there were also a quantity of jars full of pork already pickled, intended for sale, evidently among the poorer Chinese. To cure this pork and give it a healthy appearance it was treated with salt and camphor, and from the number of empty jars showing signs of having contained some of this "comestible," a considerable quantity appeared to have been lately sold. Some of the "pork" was produced in Court, but it so titillated the olfactory nerves of all present that his Worship told the sergeant to "take it away as far as possible and get rid of it."—Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the first defendant, and stated that his client was only visiting the shop and was not dressing the meat.—His Worship found them guilty, and on a charge of dressing carcasses in a place other than a licensed slaughter-house fined the defendants 15 taels each, and 25 taels further charge of being in possession of tainted meat intended for human food, \$50 each. Inspector Gauld was in charge of the case.

DARING HIGHWAY ROBBERY AT POKULAM.

12th inst.

After stuffing his queue into his mouth and tying his head to a branch of a tree four ruffians proceeded to rob Ching Lung, a shopkeeper of No. 35, Third Street, West, and concluded their operations by rubbing pepper in his eyes, and giving him a sound thrashing. This is a matter which Inspector Collett and the detective department are now investigating, and it is to be hoped they will be successful in bringing the robbers to justice. The crime was of a most daring character being carried out at Pokulam in broad daylight between two and three o'clock, yesterday afternoon. It seems that Ching Lung had occasion to go to the Dairy Farm to collect a bill for goods supplied by him, and having received the \$77 in settlement proceeded to place \$30 in one pocket, \$30 in another and \$7 in coin in a purse which he put in a third pocket. He then started on his homeward journey, but had not got very far when four men set upon him. They gagged him by stuffing his queue into his mouth and then tied the end behind his head to a branch of a tree, and in order that he might be the more secure fastened his legs with his hands. They found the \$30 in one of his pockets, and apparently believing they had secured all his valuables made off with all possible speed. Their victim struggled violently and ultimately succeeded in breaking away, and was about to make off when he found his purse lying on the ground with the \$7 untouched. He then reported the occurrence to Inspector Collett stating that he could identify two of the men who had attacked and robbed him and would be able to place his hands upon one. He added that while he was tied up the men rubbed pepper into his eyes and then beat him.

CORRESPONDENCE.

[We do not necessarily endorse the opinion expressed by Correspondents in this column.]

"SEETON" CHARGES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—As one who has visited the new health resort of Hongkong called "Seeton," I was firmly of the belief that the success of the undertaking was assured. Considering that the promoters charged only \$1 for the lunch trip there and back and including refreshments in that charge, it could hardly be said that the trip was expensive. But there were a good many who were inclined to patronise "Seeton" twice a week or so, in order that they might get good bathing. It was, therefore, suggested that a monthly or season ticket should be issued, a J. M. See, the manager, agreed that such an idea was worth consideration. The result of that consideration is that he proposes to charge \$15 for a monthly ticket! That means to say that if you go across once every two days you pay the ordinary \$1 a trip. If you are so situated that you can go across every day—well and good, you save 50 cents a time. But who can go across every day? Who can spare the time for one thing? and who is the enthusiastic bather that wishes a salt-water bath every afternoon or even every second day? If you take a \$15 ticket and only go across twice a week you lose money. Now it is difficult to get the volunteers to attend for a week or ten days at the camp. How much more difficult would it be to screw up your courage to run across to "Seeton" every afternoon with the chance of returning to Hongkong so late that it only cold bath remained for dinner? The fact is \$15 a month is too much altogether. If it were \$15 for three months that would be more like the thing. I should say that a charge of \$5 or \$7 for a monthly ticket would be ample, and a weekly ticket would be a good thing. The holder of the monthly ticket would drag his friends across with him, if only for company's sake. Mr. See might think about it, because there is a big future for "Seeton" if it is worked properly at the start. But all depends upon first impressions and among these is the question as to charges. For myself I shall be quite content to pay \$1 whenever I go across and let those who will arrange to take a monthly ticket, thereby binding themselves, unless they care to throw away money, to a visit to Seeton seven times every fortnight.—I am, etc.,

BATHER.

Hongkong, 10th July, 1905.

CHEAP SPIRITS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—In the London papers to hand by yesterday's mail, we find a paragraph reading:—

DEADLY DRINK.

"An earnest appeal was made in the House of Lords yesterday by the Archbishop of Canterbury for the restriction of the sale of intoxicating liquor in West Africa. He dealt at length with the evils wrought amongst natives by the *deliberate stuff* which was manufactured mainly in Germany."

One European after partaking of the liquor was obliged to seek urgent medical advice."

In our letter to the Hongkong papers published on December 17th last, in going over the arguments suggested to us by reading Prof. Thorpe's report on some cheap spirits purchased in Hongkong and sent home for analysis by the Government, we stated that "we knew of many instances in which especially amongst Sinitic races, drunkenness caused by cheap spirits had developed during the state of intoxication into accessions of homicidal mania."

The statements made in the House of Lords by the Archbishop of Canterbury, therefore, bear out in full what we said as to the danger of partaking of such spirits, and in a way also bear out the fact that, notwithstanding Prof. Thorpe's opinion, so readily accepted by the Colonial Secretary in placing it before the Legislative Council, what we said at the time as to the harmlessness of such drinks, and their being as wholesome if, not more so, than genuine spirits, remains unchallenged.

If further evidence were needed in favour of the point we took up contradicting Prof. Thorpe's report as to the soundness of the cheap spirits analysed by him at the request of this Government, we would find it in the fact that following on the many prosecutions which took place in London against publicans selling spirits not containing the required amount of ethers, and therefore not being entitled to be called genuine, the absolute

THE "TRAVANCORE" INQUIRY.

CAPTAIN GUILTY.

MASTERS AND MATE'S CERTIFICATES SUSPENDED.

The inquiry into the stranding of the British sailing vessel *Travancore* was continued this morning at the Marine Court, composed of Hon. Captain L. A. W. Barnes-Lawrence, R.N. (President); Captain C. R. McCallum, R.N., H.M.S. *Tamar*; Captain H. Pybus, R.N., *Empress of Japan*; Captain St. John George, R.N., *Macquarie*; and Captain W. Vobbs, R.N., *Taiping*. Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, represented Captain Chamberlin of the *Travancore*, and Mr. John Hays, of Messrs. Johnson, Stokes and Master, appeared for the crew.

Thomas Nash, boatswain of the *Travancore*, being recalled, was about to be examined, when Mr. Wilkinson took exception to the evidence being published in the newspapers, as other witnesses who were going to be called might read it and so become acquainted with what the previous witnesses had said.

The President suggested that perhaps it would be better if a mere *resumé* without details were given, in order not to defeat the ends of justice.

The witness, examined by Captain George, said he was in charge when the vessel was lost, and was at the forward cabin, at the fore-cabin-head, when the captain was lying with his head and arm over the rail and fell down. He saw him look at the men and thought he was taking notice. Witness was expecting an order to let go anchor when the vessel missed stays, but he did not get the anchor ready as it was not usual to do so. When the captain told him to man the boat he put four men in her. He noticed the ship afloat when at the bow in the boat, and called the mate's attention to it when they returned on board. Before he brought the charge against the chief officer he mentioned to him that the ship was afloat. The mate told him to leave on the captain, but it was no use. He was quite sure he did not misunderstand the mate when he (the mate) spoke of scuttling the vessel. If he went below to scuttle her it would be quite possible for him to do so with a hammer and cold chisel. So far as he knew the mate was in his right mind at the time. He had strong reasons for believing that the captain knew of the chief officer's intention. The idea of bringing the charge against the captain and the mate originated when they were accused of cowardice by both captain and reporter.

By Mr. Wilkinson.—Senior apprentice Gordon was at the wheel when they saw the captain in the state mentioned on deck. By Mr. Hays.—He was quite sure he saw the captain lying over the rail, but was not certain what time it was. He had not spoken to Mitchell about the matter when he saw the captain in the state mentioned; he did not make any remark to any members of the crew on deck. When the chief officer made his proposition witness did not make any remark. When they came into port he reported the matter to the captain. At the time the mate made the suggestion the ship was afloat and afloat. It was not impossible for the mate to scuttle her. They had not to be ordered off the *Likin* and directed to return to the *Travancore*.

By the President.—The ship was bumping on the rocks when they got alongside. When the ship was pulled off the rocks by the *Robert Cook* tugboat they were in the bay. By Mr. Wilkinson.—It was the captain of the *Likin* who ordered them back to the boat. Witness was standing at the gangway, but he did not see any blue lights. They were called when they had to go back, but they were all awake at the time, owing to a heavy rain shower having disturbed them. They were within half a mile of the ship. He never heard a word about blue lights being burned. When called to leave the *Likin*, they got aboard the boat within the space of three minutes. At that time the ship was afloat; there were eight or ten feet of water in her hold. He did not inform the captain when she was afloat; he thought it sufficient to inform the chief mate. The men were going forward when the mate expressed his intention of scuttling the ship. He did not offer witness any money, nor any compensation. He was quite positive the mate intended to carry out his intention if witness had consented. He did not think the mate was mad, and had never heard that he had been in a lunatic asylum. The mate knew what he was doing in scuttling the ship. No boats were lowered before the ship struck, but orders were previously given to get them ready for lowering. There was very little panic on board the ship. The *Travancore* is a very handy ship to handle and manage. Witness did not know if he had said so to the captain, but he had often expressed that opinion on board. Until they got to dry dock he never told the captain about the ship having been afloat. It was at that time that he also asked him if he was aware of the mate's intention and he said "no," and then called the mate aforesaid. On the second afternoon after the ship went ashore the captain gave orders to set certain sails. Some of the crew drew the captain's attention to the fact that the wind was on the starboard side of the ship.

By the President.—The main and lower topsails and the foremast were set, and the yards braced on the starboard tack. The port side of the vessel was lying broad on to the rocks. By Captain Pybus.—The wind at that time would have the effect of pressing the vessel farther on to the rocks.

By J. T. Roberts (chief officer, *Travancore*).—The men did not refuse to set the sail on the main-mast, but no sail was set on the main-mast. The reason it was not set was because the mainmast was being done the ship harm. The stream anchor was put out sometime during the afternoon of the 2nd of June.

An altercation occurring between witness and the mate, the President rebuked them and ordered them to put their questions and answers through him. The chief mate said this was the first he had heard of the accusation against him and he did not know what further to ask witness; he knew nothing about the matter.

John A. Martin, chief officer of tug boat *Robert Cook*, was then called and said.—We arrived at the scene of the wreck of the *Travancore* at 6.30 a.m. on the 3rd of June. She was lying portside to the shore on Fukai Point. We lay off about two cable lengths. When we first sighted her I saw two lifeboats lying about four to five cable lengths off her. The revenue cruiser *Likin* was anchored about four cable lengths away from the *Travancore*, outside the boat. One of the boats communicated with the *Robert Cook* and then returned to the *Travancore*. When we first arrived neither of the boats communicated with the *Travancore*, on board of which there was nobody at the time. The master of the *Travancore* did not come aboard the *Robert Cook* he came alongside and called out "You have arrived too late; the bottom is out of the ship; the rocks have got through her bottom and she is full of water." I did not see anything wrong about the master of the *Travancore*. On being thus told the captain of the *Robert Cook* called out to the master of the *Travancore* to bring his boat alongside

and he would vend the mate (myself) and Mr. Purvis, the chief engineer, aboard to see the real condition of the vessel for ourselves. We accordingly went aboard, and I noticed that the *Travancore* had a heavy list to starboard, while she was bumping very heavily on the rocks. Several of the sails were set but I am not quite certain which they were. We examined the vessel thoroughly and found there were only between 18 inches and two feet of water over the hull, on the starboard side. I drew the attention of the master of the *Travancore* to the condition of his ship, and informed him that we could take her up and beach her in Harlem Bay. To this the captain did not agree, saying that if we did take her off she would go down in deep water. After a time we finally persuaded him to let us have a tow-line, and make the attempt, and then the captain issued orders for some of his men to pass out a line. These orders were given in a proper seaman-like manner and were carried out in the same manner. As soon as I saw the tow-line out I returned to the *Robert Cook*, as did also the crew of the *Travancore*. In my opinion some of the crew should have remained on board the *Travancore*. I saw no hesitation on the part of the men in carrying out the orders given them, or in doing their work. I did not see anything wrong with the Chief Officer. The Master and Chief Officer were in danger remaining on board the *Travancore* while she was being towed off the rocks. When I was going alongside the vessel at first I noticed that a kedge anchor had been run out on the starboard quarter. It was lying at an angle of about 45 degrees from the ship's keel. I signalled to the *Likin*, telling the crew of the *Travancore* to return to their ship. The men said they could not distinguish any signal, but they pushed off in the life-boats and then the *Likin* came alongside, the *Robert Cook*.

By Lieut. McCallum, R.N.—When we went to the *Travancore* the first time there was no rush made for the gangway. Captain Pybus.—What first made you think the Captain wished to abandon the vessel?—He said there was no use trying to get her off and would not at first give me a tow-line. He said the crew abandoned the ship. We had no difficulty in towing her off; she came off quite easily after five minutes' towing.

By Captain George.—Heard it remarked on board that the first position of the *Travancore*, when she struck, was bow on, but afterwards she floated off and then went broadside on again. I think it was the captain himself who made that remark.

By Mr. Wilkinson.—I did not make any inquiries as to what steps had been taken to get the vessel off. I am quite certain there was only one hawser out.

David Purvis, foreman engineer at the Kowloon Dock, said.—I was in charge of the engine-room of the *Robert Cook* on this trip. I was on deck when we sighted the *Travancore*, on the 3rd of June. I heard the conversation which took place between the masters of the *Travancore* and the *Robert Cook* respectively. The condition of the *Travancore* at the time, was alright—he was worried, of course, but otherwise was alright. I went off one of the life-boats to the *Travancore*. She was lying with her port broadside on to the shore, but I could not say if she had any anchors out. There was no rush to get on board; I did not attempt to get first aboard—I took my time. When I got on board I looked down into Nos. 1, 2 and 3 holds, and saw in all of them about three feet of water above the bilge. The captain had previously told us that the bottom was out of her, and that she was full of water. I told the captain I did not think the vessel was so bad as he thought, but that no time should be lost in getting her off.

By Captain Pybus.—The height of the ballast in the hold would be from eight to ten feet. It would depend entirely upon a man's strength and capabilities how long it would take him to knock a hole in the ship. With a hammer and cold chisel he could cut off a rivet-head in about half a day. He could not say how long it would take a boiler maker. By Captain George.—Some men would take half a day to knock a hole in a sailing ship. The Captain of the *Travancore* did not appear to be much excited, when he reported that the vessel was full of water. I remarked, in the dock, three days ago, that I would have claimed salvage had I got on board first. There was no difficulty in towing the vessel off.

By Mr. Wilkinson.—I did not notice that the crew displayed any reluctance to return to the *Travancore*. I heard one of the men in the boat say that he was going to save his life at any rate.

The Court here adjourned for fifteen minutes. After the adjournment James Holland, the ship's steward, was called and spoke concerning the medical comforts and liquor aboard, and also in reference to the condition of the master on the day of leaving Hongkong. He had never seen him under the influence of drink. The captain did not keep a private stock of liquor. When he saw the charges that were made against the captain he said he would have nothing to do with the matter.

Lieut. Gordon, senior apprentice, said he saw the master leaning on the rail and looking over the side of the ship. He spoke as to seeing him fall; here he laid in a half-sitting and half-lying position. The pilot had just left the ship, but while he was on the vessel the captain did not act as though he was drunk. The skipper was smoking, but witness, who was at the wheel at the time, did not notice his cigar drop from out of his mouth. The *Travancore* was not a fast, but a very handy, ship. He was completely surprised when she missed stays. The men then became a little disorganised. He left the scene of the stranding in the gig that was towed to Hongkong for assistance.

William Ward, ship's carpenter, who said he was laid up from the time the vessel left Hongkong until she stranded, gave evidence showing that the covers in the lifeboats were nailed on by 1½" and five inch nails.

Mr. Byrne, able seaman, stated that he was at the wheel in the middle watch on the morning of the 3rd of June. For about an hour and a half the vessel would neither wear nor stay. They tried to tack her three or four times. The chief officer was in charge of the watch. When witness went on deck at 7.45 on the 3rd, and came to the conclusion that the ship was too near the shore. The order was given by the mate "hard a lee," in a proper manner. The order they expected after missing stays was "let go anchor," but they never got it. When the ship struck they were immediately ordered to the boats by the captain. The whole of the crew took to them, and they were hardly in when the captain came and sat on the rail, and asked them if that was what they intended to do. They went on board again, and he saw the chief mate on deck tearing the deck log apart through it over the side.

By Captain Pybus.—The log book was not wrapped up. He was employed cutting the starboard anchor, when he drew the chief officer's attention to the captain who had fallen down on the poop. The chief officer said he was not supposed to notice that. Witness was present when the boy's pointed out to the mate the fact that the vessel was floating.

By Captain George.—The man who called him in the morning said they had to turn out early to go about. The book the chief mate tore up looked like the deck log. Witness could not say that it was.

By Mr. Wilkinson.—The carpenter told him that morning about the mate wanting to scuttle the ship. The further hearing was adjourned.

After four lengthy sittings and taking the evidence of thirteen witnesses the Court of Inquiry, held in connection with the stranding of the sailing ship *Travancore* and the charges of incompetence subsequently preferred by the crew against the master, Capt. W. G. Chamberlin, concluded their investigation this afternoon.

Capt. R. Chenoweth, of the Chinese revenue cruiser *Likin*, was called and stated, in reply to the President, that at 8 p.m. on the 2nd June the crew of the *Travancore* came on board of his ship. The captain had previously boarded the vessel and informed him that his crew had refused to stay any longer on board of the sailing ship so that the men were allowed on the cruiser. About 10 p.m. the officer on watch on the cruiser told witness that the *Travancore* was afloat. There was a little difficulty in getting the men to go and assist their captain, but the men might have been due to a heavy rainstorm which was passing, though he thought that under the circumstances the men might perhaps have been a little quicker. They were about fifteen or twenty minutes getting away. The crew made no attempt to get the second boat (which only had two rollocks) alongside, so he had to send two of his own crew to assist and to tow the boat across. The men returned to the *Likin* when they found that the *Travancore* was not afloat and remained aboard until 6 a.m. the next day.

By Lieut. McCallum.—There were eighteen men "all told" from the ship. He did not believe there was an officer with them.

By Capt. Pybus.—No request was made to him to refloat the *Travancore*. He did not think the hawser had been run out from the ship in a proper manner. He thought the men were waiting for the rain before leaving the *Likin*; in fact, there was something unusual in regard to their conduct. Some men were worse than others. The ship's documents were brought aboard of the *Likin* on the afternoon of the 2nd June; but he knew no reason why the log book was not brought at the same time. By Capt. George.—Captain Chamberlin told him, when he requested that the crew be permitted to go on the *Likin*, that the men were afraid the masts might come down; but did not mention himself that there was any immediate danger. When he saw the *Travancore* she had only one hawser out, but later on a second was run out.

Henry Wylie, sailmaker, called on behalf of the captain, said he had been at sea for about 20 years; he joined the *Travancore* when she left England. On the early morning of the 3rd May there was trouble with some of the crew on account of their drunken behaviour; the drink had been taken aboard by two men. He could not say if the captain was sober or not when the ship left Hongkong. The captain was on deck.

"Was he at any time that morning any the worse for liquor?" asked Mr. Wilkinson. "No, sir," replied witness.

Have you at any time seen the captain the worse for liquor?—No, sir.

Never?—No, sir.

Did you see the captain fall that morning?—No, sir.

Did you see any of the men fall?—Yes, two or three men who had been drinking.

Who were they?—Murphy was one, and I never saw the other. I had seen him drinking. Why did you fall?—Because there were a lot of new ropes lying about.

Continuing, he said that on the voyage out from home the ship never once missed stays, and he looked upon her as a really good ship. On the morning of the 1st June the crew did not take much notice of any orders and looked as though they did not care whether anything was done or not. Ordinarily they would be smarter than they were then. Had the ship been smartly worked she might have come round then. He heard the captain say, "Hurry up, now, boys. When a ship misses stays there will be a lot of trouble for the men; everyone was talking and no one was listening. During the time the ship was ashore attempts were made to get her off and the captain was busy the whole time. When told to set the sails and square the main yards, the crew obeyed the former order but refused to do the latter and also to set the mizen top sail. In fact one of them said "we are not going to set that—sails; you can go and do it yourself." That was said to the captain. While on the *Likin* and when the men were ordered to return to the *Travancore* they seemed reluctant to obey. When the boat's crew returned to the *Travancore* from Hongkong he heard the second officer say "We've fixed the old man; his ticket's gone."

Lieut. McCallum objected to such a statement being given as evidence and this was upheld. Continuing, witness denied that the covers of the lifeboats were nailed down. By the President.—He thought his confidence as to the ship going about was misplaced. He was in a panic himself when the ship missed stays.

By Capt. Pybus.—He was not as smart as the officer in leaving the *Likin*; he was in the second boat.

By Capt. George.—He did not know why the crew brought the charge against the captain. Williams and Ryan took the liquor aboard on the night before sailing. Witness was not invited to join the crew in their complaint about the captain.

By C. Mitchell.—He (Mitchell) took the ship through the harbour on the morning that the (witness) alleged he was drunk. Mitchell was in drink, but not drunk. Mitchell did not tell him to land a hand just at the ship was going ashore.

By Byrne.—He had seen him take drink. He had never seen the captain drunk on board of the ship. He did not tell a man named Clarke, the night before leaving Hongkong, that the captain was "as full as an egg."

Mr. Wilkinson considered there was no evidence before the Court, warranting it finding the captain guilty of the charges brought against him. After the vessel went on the rocks the captain accused the men of cowardice, and this being so, naturally, the men were loth to go on a long voyage in the ship with these officers, and they had no opportunity of bringing this charge in order to get quit of the ship and clear of their agreement. He would not suggest any deliberate act on the part of the steersman or men on deck to further their ends, but he would say that the charge was brought on the flimsiest grounds. He proceeded to review the evidence, and said that the captain was perfectly justified in relying on the vessel's doing what was required of her, as he knew the vessel and he knew her to be very easily handled, and had no reason to believe she would behave differently on this particular occasion, as was an imputable allegation on the part of the boatswain and carpenter to say that the mate intended to, and expressed his intention of scuttling the ship, and on that account their evidence was not worth a moment's consideration or credence. It was utterly improbable that he had any such intention he would have told these men of it. If a man intended to rob the office safe, he would not tell anyone of his intention, least of all any of the clerks in that office and these men were, in a manner, in the position of clerks. Again, if he had told these men of such an intention as

likely that they would have kept silent all this time? Mr. Wilkinson then spoke of the captain's testimonials which were excellent and covered a period between 16 and 17 years, and no corroborative evidence had been adduced that he had ever been seen under the influence of liquor, and, moreover, it was never alleged that on any other occasion he was under the influence of liquor. The most that could be brought against the captain was that he committed an error of judgment, but he was justified in being confident that the ship would go about without trouble, as she had done scores of times before. It was just possible that if he had dropped his anchor the ship might have been saved, but the captain had no reason to believe it was necessary, and it was one of those things that one can easily advise after the event! He would ask the Court not to find the captain guilty of the charges brought against him.

Mr. Hays then addressed the Court ridiculing the idea of the captain's being drunk, or of the mate's ever intending to scuttle the ship, and informing the men of such an intention. The Court was then cleared to consider its decision.

THE FINDING.

Upon the Press being re-admitted the following decision was read—

We find that the British ship *Travancore*, official number 99,666, of Greenock, of which W. C. Chamberlin is master, and of which J. T. Roberts is chief mate, left Hongkong on the 31st May, 1905, bound for Angeles.

The *Travancore* is a sailing ship of 1,878 net registered tons, and was in ballast when she put to sea. That about 8 a.m. on the following day the ship stranded on Fukai Point, was afloat for about three quarters of an hour on the evening of the 2nd June, and again taking the ground remained there until 7.45 a.m. on the 3rd June, when she was towed off by the steam tug *Robert Cook*. It appears from the evidence that when the master came on deck at 7.10 a.m. on the 1st June, the position of the ship in respect to Fukai Point allowed him the alternative of weathering the Point by continuing on the same tack, or to put about. He decided on the latter course, and that it should be carried into effect later on. The master then retired into his cabin and, after the lapse of half an hour—during which time two reports were made to him by the officer of the watch representing the necessity to go about if the intention was maintained—he came on deck too late to admit of the manoeuvre which he attempted to be safely carried out, and in consequence the ship stranded. Having fully considered the evidence, the Court is of opinion that the *Travancore* was not navigated with sufficient and reasonable care; that the master was absent from deck when the safety of the ship required his personal supervision; that the casualty was caused by mismanagement on his part and that he displayed a lack of intelligence in the efforts he afterwards made to float the ship. That the material damage to the ship was due to the above mentioned cause, which they are of opinion amount to a wrongful act or default on the part of the master, and they therefore direct that his certificate be suspended for a period of nine months from this date. The Court further directs that a first mate's certificate be issued during the period of suspension if the master so desires. The Court is further of opinion that the chief mate was also in blame in respect to the management of the ship immediately prior to her stranding, and in the lack of effort he displayed in afterwards trying to float her, which they are of opinion amount to a wrongful act or default on the part of the chief mate, and they, therefore, direct that the master's certificate held by him be suspended for a period of three months from this date. The Court learns from the evidence, with regret, that after the ship stranded, the crew generally appear to have taken an undue advantage of the position the master was placed in, by consulting their own safety rather than that of the ship, and that their behaviour as a whole left a good deal to be desired. The Court, therefore, directs that the members of the crew who brought the charges against the master and mate, which they are of opinion amount to a wrongful act or default on the part of the master, and they, therefore, direct that the master's certificate held by him be suspended for a period of three months from this date. The Court learns from the evidence, with regret, that after the ship stranded, the crew generally appear to have taken an undue advantage of the position the master was placed in, by consulting their own safety rather than that of the ship, and that their behaviour as a whole left a good deal to be desired. The Court, therefore, directs that the members of the crew who brought the charges against the master and mate, which they are of opinion amount to a wrongful act or default on the part of the master, and they, therefore, direct that the master's certificate held by him be suspended for a period of three months from this date.

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PROMOTION FOR COMMODORE DICKEN.

10th inst.
A naval correspondent writes to inform us that an intimation has been received in the Colony to the effect that Commodore Dicken, R.N., has been promoted to the rank of Rear-Admiral. Although no official confirmation has yet been received, the accuracy of the report is not doubted. The Commodore leaves for home in October next.

HONGKONG POST OFFICE MALIGNED.

A JAPANESE ALLEGATION REFUTED.

11th inst.
The Hongkong Post Office officials already have so many sins of omission and commission, charged against them that when a baseless accusation is launched it becomes almost a public duty to stand up for the weak and defenceless. The *Japan Chronicle* of recent date declared that the Hongkong Post Office had "held up" the mails from abroad, and it proceeded to give particulars. It stated that the Australian mail for Japan arrived at Hongkong by the N. D. L. steamer *Prinz Waldemar* on the 19th June and was taken ashore with the mails for China. Then, it alleged, although the Post Office officials knew that the steamer would leave in twenty-four hours she was allowed to depart without any of the Australian mail she carried for Japan. The result of this heinous offence was that the merchants in Japan who had cargo consigned to them from Australia were unable to obtain delivery of their goods, because the mail containing the bills of lading and shipping documents had not arrived. The paragraph continued: "Should the mail not reach Japan within the next day or two consignees will be unable to get their documents presented at the Customs before the 30th inst., and it is thus probable that cargo which would have been landed under the old Customs Tariff will have to pay the increased duties which take effect from the 1st proximo." Now taking these allegations *seriatim*, it will be shown that the Hongkong Post Office has been traduced and maligned by our Japanese contemporaries, and that the Post Office officials have a complete and excellent answer to each and all of the charges. It is admitted to begin with that the *Prinz Waldemar* brought mails from Sydney and Brisbane. These mails were enclosed in the bags for Hongkong and naturally were taken ashore to be sorted here. All the mails for Japan, including the Australian mails, were sent on board the *Prinz Waldemar* next day for Kobe, the first port of call. So that the indictment is wrong on the count that the Hongkong Post Office allowed the *Prinz Waldemar* to leave without the Australian mails for Japan. But not content with merely saying that the Japan mails were all sent on by the *Prinz Waldemar* on the 20th ult., the Post Office authorities go further and contend that if merchants in Japan failed to get their bills of lading and shipping documents that was simply due to the fact that the people in Australia had not sent them on. In other words the Hongkong Post Office officials have a fine *non possumus* plea. If merchants in Japan had or have to pay the increased Customs duties let them not blame the Hongkong Post Office, which on this occasion is immaculate, but trouble the postal authorities of Australia for it is they and they alone who are apparently at the bottom of the trouble. That is, of course, always on the assumption that the Australian shippers posted the necessary bills of lading, etc. How feeble and carping appear the criticisms of the Japanese press when this beautiful refutation of a calumny is taken to heart. "Complaints have frequently been made to the Post Office at Hongkong regarding the way the mails in transit are detained," says this Japanese critic, "but the Post Office there is apparently beyond the reach of criticism and continues to display the most extraordinary lack of judgment, to say nothing of common sense." That might be all very well if the alleged facts were correct; but, as the Hongkong Post Office has shown, they are hopelessly wrong. And this is no official denial either; it is a case of mistaken identity, in which the Hongkong Post Office has come out topside.

FRENCH NATIONAL FETE.

QUIETLY CELEBRATED IN HONGKONG.

14th inst.
Our French neighbours and friends are to-day celebrating their National Fête, which commemorates one of the great epoch-marking events of French history—the storming and capture of the Bastille on the 14th of July, 1789. In France the Fête is celebrated by the masses as a sort of bank holiday, while officially it is marked by the bestowal of decorations, the review at Longchamps, and the military luncheon at the Elysée. But there is a growing tendency to treat the day less as a political remembrance than as a national holiday, in which all classes may join without fear of compromising their particular opinions. In Hongkong where French interests are firmly entrenched, with the result that the French colony is of no inconsiderable size, the National Fête was celebrated quietly. The tricolour was displayed on several buildings along the principal thoroughfares and one or two patriotic French merchants had closed their premises for the day. It is satisfactory to think that the relations between French and English were never more cordial than they are at present, and in Hongkong, which is nothing if not cosmopolitan, many Britishers readily responded to the call of their French friends to honour the Fête-day of France. Following the usual custom, Mr. Gaston Liebert, French Consul, was "at home" at his official residence in McDonnell Road this morning, on the occasion of the French National Holiday. Among those who called upon Mr. Liebert were H. E. the Governor, Sir Matthew Nathan, attended by Captain Arbutnot-Leslie, A.D.C., and Mr. R. A. B. Ponsonby, private secretary. The majority of the Consuls at present in Hongkong attended, and there was also a large representation of the members of the French community. A very pleasant half-hour was spent in the spacious reception rooms, where cordial salutations were exchanged between the Consul and his visitors.

FRANCISCO Reyes has brought suit against the Hongkong and Shanghai Banking Corporation for \$300,000 damages which, as the complaint alleges, the corporation refused to allow him to make use of in meeting certain drafts on Spain. The case is full of interest to the business world, says the *Cablenews*, and the importance attached to it is evidenced by the fact that the assistant chief manager of the concern paid a visit to Manila some time ago, in connection with the case. Señor Sierra, attorney for Francisco Reyes, has just returned from a visit to Hongkong with reference to the affair. Plaintiff prays for the payment of the above named sum, the payment of legal interests on the same, the cost of the suit and such other relief as to the court may seem just and equitable.

HONGKONG CONSPIRATORS

BIG GUN-RUNNING SCHEME FRUSTRATED.

ARMS AND AMMUNITION FOR INSURGENTS.

12th inst.
A somewhat sensational story concerned with the running of guns and ammunition which it is stated, were intended for rebels in the Philippines, has just been unearthed by the detective department in Hongkong. The scheme was projected by a syndicate who have previously been suspected of gun-running to various countries in the Far East; and it was financed by men who have ample funds at their command. Had everything gone smoothly, had there been no craven spirit among those who were sounded as to their willingness to embark on the venture, the scheme, cut and dried, would have been on a fair way to a successful conclusion by this time.

Last week a foreigner who is not altogether unknown in Shanghai, and whose exploits as an evader of established law and authority brand him as a true type of the filibuster, arrived in Hongkong. He was not much to look at in appearance; but he had the funds at his back and a great proposal in his pocket. He was unknown to the venturesome spirits of Hongkong and he had to feel his way and care. Eventually, he met some outside brokers to whom he disclosed his intention of running a big cargo of arms and ammunition into the Philippines. The order had come, he hinted, through the revolutionary bands in Samar and the other unsettled portions of the Philippines. It was the first that had been received; and if it was carried out successfully, the rifles and ammunition landed secretly, and handed over to the guerilla bands which continue to harass the Americans, further orders would be given. Money was no object to the revolutionaries. Each rifle was worth its weight in gold to them; and ammunition would be paid for at something like a thousand per cent. above market prices.

The intermediary also gave a graphic description of the conditions prevailing in the Philippines. Manila, he stated, is the only quiet spot in the whole of the Philippine Islands. The country is as wild as ever it was before America took possession of the Spanish colony in 1898. The natives are up in arms; sedition is rife; proclamations denouncing the United States Government circulate from hand to hand; and in every province preparations are on foot for a great insurrection. The leaders are quietly biding their time; the people are being armed surreptitiously; the mine is laid and it only waits to be fired. The Shanghai conspirator said that the censorship on news relating to the rebellious state of the interior is as strict in Manila as ever it was in Japan. It is dangerous to wander about the outskirts of Manila, and all the talk about a peaceful settlement is described as mere fudge.

Whether such is a true description of native sentiment and aims it is not for us to say, but that the gentleman who came from Shanghai to conduct these gun-running expeditions from Hongkong implicitly believed in his facts is beyond question. An adventurer is not prepared to squander some hundreds of thousands of dollars in some visionary project. Nor are backers such as those who were prepared to put up the money in this case likely to be inveigled into some fantastic scheme. These men have had experience of gun-running before; they know the ropes and they can see the colour of the money before they join the venture. From their point of view it was a purely business transaction—they desired to make money quick and this was one way of realising their object.

When the visitor to Hongkong unfolded his plans and related his desires to a select few, he found plenty of people ready to assist him. Some well-known people in Hongkong were interested in the scheme. The trouble was to find the man who could procure the rifles and ammunition without attracting the attention of the Government. The Hongkong laws require that every man having a rifle must have a license for his weapon. A rifle cannot be removed from a godown here without a special permit from the Government. No arms or ammunition can be shipped from Hongkong except by the authority of the Government. The difficulty then was to find the man sufficiently dare-devil to foil the Government regulations and to get the arms and ammunition together under the very eyes of the law. The man was found. He is in Hongkong now. We are positively assured, and have every reason to believe, that despite the vigilance of the police 10,000 rifles and 10 million rounds of ammunition, destined for the Philippine rebels, are secreted in Hongkong at this present moment. They are well concealed; the hiding-place is known to a very few and those few are not likely to tell what they know of the matter.

The enterprising foreigner, who pulls the strings and holds the key to the money bags, wanted a great deal more than 10,000 rifles, but for a first attempt that number would do. The scheme seemed to be going on famously, and there was little to do beyond getting the arms and ammunition aboard a vessel which the leader of the expedition had secured, and in readiness, when a cloud arose. The first parties consulted by the scheme were being left out in the cold. They had done nothing, except by suggestion, to forward the movement. They had not put a penny into the scheme; they were not to share in the spoil; they were not privy to the plans as a whole, nor were they to the syndicate. But they hoped to make a little commission on the quiet.

When the man who could and did procure the rifles and ammunition was found, he was made partner in the scheme; and he candidly said that his share would have amounted to \$30,000 at the very lowest computation. That did not suit the brokers. The contract or terms of the syndicate were to be signed last night by all the members. It has not been signed. Somebody went to work and it is alleged, from pure vindictiveness told the whole story to the proper authorities. As the result of that disclosure, the police visited a certain house in Hongkong the other evening and interrogated the resident there. They got nothing from him and found nothing on the premises. But the scheme has been nipped, just as it was beginning to blossom. The gentlemen who are at the bottom of the affair has not been seen for two days. He did not turn up last night to sign the syndicate deeds, and where he is nobody can tell, or they pretend that they cannot tell. The 10,000 rifles and 10,000,000 rounds of ammunition are still in Hongkong, however, and there is not the slightest doubt a bold effort will be made to get them clear of the Colony. One of the members of the enterprise to-day, in a most aggrieved tone—"What have the police to do with it, whatever? Didn't the Boers run their cannon into South Africa in peace-cases? Nobody split on them, and if they had done so what would have happened. Nothing? We can wait a little—there is plenty of time." Another gave a new version of the real destination of the arms and ammunition. "We are going to ship the goods to the borders of China, the French borders, and the British Government cannot prevent us. There is no Treaty between Britain and France as to shipping arms and so the Hong-

kong Government cannot touch us." But it is just possible that explanation is merely a blind; it will be interesting to the outsider and rather exciting for the conspirator to watch developments.

BELL'S ASBESTOS EASTERN AGENCY, LTD.

Messrs. Bradley & Co. send as the 10th annual report of the above Agency which reads as follows:—
The directors herewith present to the shareholders the report and accounts, duly audited, to the 31st December, 1904. They are pleased to report that the business has been of a more favourable character during the period, and that the profit, inclusive of the amount brought forward from previous year, shows a credit balance of £1,985 9s. 1d.

This amount the directors recommend should be allocated as follows: To set aside £250 as a reserve for bad and doubtful debts and depreciation on launch, to write £200 off "purchase of trading rights," to pay a dividend of 10 per cent. for the year, free of income tax, amounting £64 17s. 6d., and to carry forward £779 11s. 7d. to the next account; the sum carried forward includes provision for payment of the sum of £500 off the debenture, in terms of the Bond.

Mr. H. R. Preston retires by rotation, and, being eligible, offers himself for re-election. Mr. John Cooper, the company's auditor, also retires, and offers himself for re-appointment.

By order of the Board,
G. LENNOX,
Secretary.

9th June, 1905.

PROFIT AND LOSS ACCOUNT for the year ending 31st December, 1904.

To Trade expenses	£ 53 5 10
London office expenses	196 7 8
Directors' fees	250 0 0
Auditor's fee	10 10 0
Debiture interest	160 6 10
Income tax	29 3 11
Advertisements	25 0 0
Depreciation on furniture	2 2 1
Balance, net profit	£1,323 14 3

£2,950 10 7

By Discount, &c.	£ 181 8 1
Commission	238 4 6
Transfer fees	0 12 6
Profit on trading	1,630 5 6

£2,950 10 7

BALANCE SHEET, 31st December, 1904.

Liabilities.

To Authorised capital—	8,500 shares of 12½ each	£53,750 0 0
Subscribed capital—	7,438 shares, 12½ each, fully paid	£4,648 15 0

Sundry creditors—	London and branches	2,138 9 3
Debiture bond		3,000 0 0
Reserve for bad and doubtful debts		64 11 9
Unclaimed dividend		38 15 0
Contingent liability for goods on consignment, per contra		£ 939 8 11

Profit and loss account, balance from last a/c £1,147 13 10 |

Less: amount written off purchase of trading rights £300 0 0

Dividend paid, 1904, 185 19 0

Add profit for year 1904— £1,323 14 3 |

By Cash taken at Hongkong, viz. 1st. 1st. dollar. Singapore, viz. 1st. 1st. dollar. £11,876 0 1 |

Assets.

By Cash at bank and in hand—	At London and branches	£ 829 5 5
Remittance in transit		250 0 0
London assets—	Sundry debtors	£ 36 18 4
Office furniture		18 18 11
Hongkong agency assets—	Furniture	32 1 8
Steam launch		573 16 8
Sundry debtors		413 18 9
Stocks		1,926 19 8
Singapore agency assets—	Furniture	35 10 10
Sundry debtors		1,625 8 8
Stock		2,420 18 0
Stock on consignment		912 9 2
Goods in transit		4,431 18 8
Consignment sales		634 14 10
Purchase of trading rights		3,000 0 0
Less written off		300 0 0
Goods on consignment, per contra		£ 939 8 11
		£11,876 0 1

A. G. ANGLIER,
G. W. GILES,
G. LENNOX, Secretary.

THE "SULLY"

10th inst.
"So long as no excessively severe typhoon visits the scene of the stranded cruiser *Sully*," said a prominent member of the salvage party to a representative of the *Hongkong Telegraph* to-day, "there is no reason to doubt that our efforts will be ultimately successful in salvaging the cruiser." Mr. E. C. Wilks remains at the scene and operations are still in progress, and in a few days some very powerful salvage gear will be shipped to him by Mr. W. G. Jack, including among other things some pumps which will enable them to clear out 7,000 tons per hour, and some powerful air-compressors for boring the rock under the cruiser, preparatory to the blasting operations. It is understood that as soon as this gear has arrived, and been fitted in position, Mr. Jack will return to the scene to resume control of the further operations. All things considered, there is hope that we may yet see this long stranded cruiser enter the harbour and go into the Kowloon Docks.

DEATH OF MR. P. LAWSON.

12th inst.
It is with regret that we announce the death of one of the younger members of the community in the person of Mr. Peter Lawson, the sub-accountant of the Chartered Bank of India, Australia and China, who passed away at the Peak Hospital yesterday afternoon after a very brief illness. It was only on Thursday last that the deceased was out and about as usual, and appeared to be enjoying the best of health when he was out with a birthday party after business hours. The following day he was taken ill and as he exhibited signs of fever it was deemed advisable to send him to the Peak Hospital. He became worse and expired at 3.30 p.m. yesterday the cause of death, we believe, being directly due to blood poisoning. The late Mr. Lawson was only 26 years of age, and had been in the Colony in the position he held at the time of his death, for close upon three years. He was unmarried and, it is believed, leaves a mother, sisters and brothers in Glasgow to mourn his death.

SANDOW—THE STRONG MAN.

12th inst.
We have received a visit from Mr. S. Clinton Highett, the advance manager for Mr. Eugen Sandow, and learn from him that the world-famous "strong man" who is now appearing at Singapore, may be expected in Hongkong in the course of a week or ten days. Mr. Sandow has had most successful seasons in Africa, India and the Straits, and will doubtless receive a hearty welcome to the Colony. The modern Hercules has with him a troupe of over twenty pupils who have joined him for a tour round the world to assist him in demonstrating his celebrated system of physical culture. Sandow, of course, is the big draw, for he is a marvel of physical development. He appears on the platform amidst scenic surroundings that give picturesque to his movements, while at the same time the tremendous exhibition of muscle power with splendid effect. Those who have seen him will cease to wonder at the popularity of his system of physical culture has attained, and he himself is the best incentive to the propagation of his gospel of physical development. On the stage he is not only interested, his audience in what he does, and so enchains their closest attention that scarcely a movement of his great muscles is lost. In addition to demonstrating his celebrated system of physical culture, Sandow appears before his audience in his great Graeco-Roman arena, and with the assistance of his pupils takes part in Olympic games as played by Roman gladiators, and all kinds of athletic sports. Further particulars of the performances are not at present available, but when they come to hand we shall again refer to this marvellous exhibition which is due here at an early date.

NAVAL NOTES.

STRANDING OF THE "EXE."

[From Our Naval Correspondent.]

Weinthal, 26 July.

The Fleet regatta takes place on the 18th inst.

H.M.S. *Diadem* is expected here from Hongkong in the course of a few days.

H.M.S. *Glory* will probably leave here on the 23rd inst. for Hongkong en route for England.

In the middle of this month H.M.S. *Flora* will go into commission to relieve the *Sirius* and *Argenta*.

During a strong southerly breeze on the morning of Thursday, the 29th ult., the torpedo boat destroyer *Exe* parted her moorings and was blown on to the beach. The *Whiting*, being under steam, was ordered to proceed to her assistance, and whilst endeavouring to tow her off followed with a picket boat, belonging to the *Glory*, and knocked a whale in her side, which, in a few minutes rendered the craft *hors de combat*, with the result that she was quickly washed up on to the beach close under the bows of the *Exe*. All efforts to move the destroyer proved futile and as the tide went down the boat was left high and dry. During the afternoon the wind abated and parties were sent to work to remove her guns and all heavy weights aboard. Between 7 and 8 p.m. a Government tug succeeded in towing her off. Fortunately that part of the beach where she grounded was sandy, and the destroyer sustained but little damage. The picket boat did not fare so well and some time must elapse before she is fit for use again.

The British cruiser *Sirius* left for Singapore this morning.

As announced in our columns some days since, the cruiser *Flora*, which recently returned home from the Pacific Station, will be shortly put in commission for service on the China Station. Since her return she has been fitted and thoroughly re-vaunted.

According to an Indian paper, the present war in the Far East has added nothing of interest to the experience of the *Amphitrite* and other vessels of foreign nations while lying in China waters. We imagine that one or two of the ships of the China Squadron had much of interest added to their experiences.

The unexpected retirement of Admiral A. T. Dale, who had several months to remain on the active list before being compulsorily retired, has promoted 1st-Admiral Sir Gerard H. U. Noel, K.C.B., K.C.M.G., commanding the Eastern Fleet and the China Squadron, to the rank of Admiral. By his promotion he will vacate the command of the Eastern Fleet and the China Squadron. Under the new scheme of re-distribution it would assuredly be of considerable advantage that he should continue to be the supreme officer in command, in time of war, of the China, East Indies, and Australian squadrons.

Our forecast that the China Squadron would be reduced in strength as soon as possible turns out to be perfectly correct. The battleships on that station are to return home at an early date, and in the future the squadron will consist of cruisers only. Up till a few years ago the squadron was exclusively composed of cruisers. The last cruiser flagship was the *Impetuous*, which carried the flag of Vice-Admiral Sir Nowell Salmon and Vice-Admiral Sir F. W. Richards from 1888 till 1892. The destruction of the ill-fated *Baltic* Fleet by Togo's straight-shooting gunners is the immediate cause of the reduction of the China Squadron, for so long as Russia had a fleet in being in the China Sea, England was bound to keep a large naval force in the same area in accordance with an agreement with her allies.

14th inst.

The Lords of the Admiralty have determined to relinquish the system of fixed or ground mines.

The Austrian cruiser *Panther*, which is at present on a visit to Australia, is leaving for New Zealand and will then come across to China. She is classed as a third-class cruiser, but is almost essentially a torpedo-boat.

It is the intention of the Admiralty to mobilise a number of reserve battleships and cruisers, with the object of experimenting in manoeuvres of the kind projected at Tushima. The Admiralty is replacing the cruisers, torpedo boats, and establishing on one of the warships fire control stations equipped with rangefinders.

SHIPPING JETSAM.

10th inst.
It was rumoured in Singapore the other day that the Wee Hin steamer *Hong Hui* had been wrecked off Hongkong!

The H.M.L. transport *Sibiria*, which is expected here from Germany on the 16th inst., is bringing out reliefs for the German brigade at Tientsin.

The reason given by the Yokosuka Prize Court for the confiscation of the Norwegian steamer *Henry Balow* is that the vessel was on her way from Shanghai to Saghalien with a cargo of 18,150 bags of American flour when seized by the *Kumano-maru*. The flour, it is alleged, was destined for the use of the Russian army.

The *Rohilla-maru* and the *Rosalia-maru*, which were purchased by the Fuyo Kiuen Kaisha from the Peninsular and Oriental Steam Navigation Company, have now been resold to the Otsu Kiuen Kaisha. The vessels are at present in the service of the Japan Red Cross Society. Another report says they are sold to the Bijo S.S. Co., Owar province.

The Atlantic, Gulf and Pacific company's tug *Robert K.* arrived at Manila on 6th inst., seven days from Shanghai. She brought the crews of the *Reina Cristina* and *Mindanao* which she had taken to Shanghai. In the straits of Pescadores the vessel met with a typhoon, lasting four days. On June 5 she was stopped by a Japanese destroyer just outside of Shanghai, which, after the signal to show her colours had been complied with, allowed her to proceed.

Godfrey Hirst, chief officer of the s.s. *Wanchow*, has been charged at Shanghai with manslaughter, by causing the death of one Fu Ching-jung, quartermaster of the vessel. After a prolonged deliberation, the jury found the prisoner "not guilty" on the charge of manslaughter, but convicting him on the alternative charge of wounding the quartermaster, without intent to do him grievous bodily harm. His Lordship, on this finding, sentenced the prisoner to three months' hard labour.

13th inst.
Among the investigations being carried on by the *Godfrey Hirst*, the survey ship of the coast and geodetic survey, is the survey of the neighbourhood of Oras bay, eastern Samar, of a considerable extension of rock at a depth of about twelve feet, and at a distance of two and a quarter miles to the left of Ugus.

Fire was discovered among some cotton bales in the hold of the steamer *Shimosa*, which is lying at the China Merchants lower wharf at Shanghai. The burning bales were quickly dragged on deck by the steamer's people, with some assistance from shore, and the fire was promptly put out, very little damage being done either to vessel or cargo.

On the proposition of the Tokio Bay Steamship Company, all the Japanese shipowners whose vessels have been illegitimately sunk by the Russians have sent a communication to the Foreign Department through the Governors of their respective ken, requesting that proper steps shall be taken by the authorities to obtain compensation from Russia for their losses.

The *Benlawers*, a large steamer for the "Ben" line of Messrs. William Thomson and Co., Leith, was launched on 3rd ult. at Sunderland by Messrs. Barram and Sons. The vessel is of the spar-deck type, her dimensions being—length, 385 ft.; breadth, 46 ft.; and depth, 26 ft. 3 inches. She has been built to take Lloyd's highest class, and under the supervision of the owners' surveyors, Mr. J. B. Buchanan and Captain Potter. The engines will be supplied by Messrs. J. Dickinson and Sons, Limited, Monkwearmouth, the cylinders being 35, 47, and 68 inches in diameter, by 48-in. stroke, with boilers working at 180 lb. pressure.

Inquiries having been made about the record trip of a tea-steamer from Hankow to London it may be recalled that the *Stirling Castle*, 2,003 tons, Capt. Marshall, arrived at Shanghai on the 25th of April, 1883, consigned to Messrs. Adamson, Bell and Co. Left Shanghai for Hankow on the 6th of May. Left Hankow for London on the 22nd of May, with 3,373,084 lbs. of tea. Messrs. Adamson, Bell and Co. received a telegram from London, dated 21st June, 2.10 p.m.—"Stirling Castle docks tomorrow." The *Stirling Castle* reached Gravesend at noon on the 22nd of June. She was subsequently sold to an Indian Steamship Company, and re-named the *Nord America*, under which name she is still running, says the *N. C. D. News*.

14th inst.
Shipmasters should note that, owing to the washing away of the bank, the quarantine beacon on Chung-pao-sha Island, has been shifted 45 cables S. 54° E. from its former position.

The Philippine coast and geodetic survey has just published a new edition with corrections and additions, of one of its series of sailing directions for the use of mariners. This publication presents to navigators the latest information available, relative to the coast of Mindanao and the adjacent islands.

The Russian hospital ship *Kastroma* arrived in Manila bay on the 8th inst. from Shanghai. When entering the harbour the vessel flew the merchant marine flag on her stern and the red cross ensign at the mainmast. The object of the vessel's visit is presumed to be to take on board the wounded sailors from the three interned cruisers now cared for at the Caliciao hospital, but nothing definite as regards her mission could be learned.—*Cablenews*.

There was another hearing in Japan the other day in the case in which an Ajaw, Junkowner sued the Kobe agent of the Pacific Mail S.S. Co. for the loss of his junk in collision with the steamer *Sibiria*. After hearing the evidence of a carpenter who built the sunken junk, the Court stated that the expert evidence given at the former hearing regarding the value of the lighter, &c., was considered unsatisfactory, and the hearing would be again adjourned. Fresh expert evidence will be obtained.

THE "MINNESOTA" AFFAIR.

Papers to hand from Japan throw further light on the accident at Nagasaki and show

that the loss of life is not so serious as the authorities at first believed. According to the *Japan Chronicle* of the 6th inst., the accident occurred on the Monday evening, and during the darkness it was difficult to estimate the exact particulars of what appeared to be a very serious accident. It happened that when the *Minnesota* arrived at Nagasaki, she took up a position near the new floating dock of the Mitsui Bishi Company, and it being desirable to move the huge vessel further away, the propellers were set in motion, when by some means a coal lighter near was sunk. Very singular reports state that "suction" caused the lighter to sink, but perhaps some more feasible explanation will be forthcoming. On board the lighter were about forty coolies, men and women, and some appear to have been struck by the propeller. One coolie had his leg cut off. Of five women, who were missing the bodies of two were recovered on Tuesday.

SHIPPING WARNING TO SHIPMASTERS.

11th inst.
Through the courtesy of the Hongkong General Chamber of Commerce, we have received the following information, which should prove of interest to shipmasters: A rock, covered at low water to a depth of 12 feet, and having soundings of eight to ten fathoms close around has been located by H.M.S. *Waterwitch*, in the following position:—eastward of Namsa Island, on the China S.E. coast; latitude 23° 26' N., longitude 117° 30' E. From the rock the following are the principal bearings:—Lampcock Island light bears S. 7° W.; centre of Dome Island bears S. 65° W.; dist. 11½ miles; North Point, Namsa Island, bears N. 73° W. The rock is marked by tide rips during the strength of the tide. The bearings given are magnetic. The position of the rock as given should not be approached within half a mile. The sailing ship, No. 1957, being incorrect as regards the position mentioned. It may be explained, in this connection, that the Hongkong Chamber of Commerce have a Pinnacle Rock Fund which is specially devoted to the discovery of rocks dangerous to navigation. At present the Fund amounts, with interest, to over \$4,500. Last year no demands were made on the Fund.

PROPERTY NEAR THE DOCKS.

SOLD BY AUCTION.

14th inst.
This afternoon, at their sales-rooms, Messrs. Hughes and Hough, Government Auctioneers, put up for sale by order of the Supreme Court 750 square feet of valuable leasehold property situate near the docks at Kowloon. The property is registered as Inland Lot No. 249, and has a building thereon known as 74 Des Voeux Road, Hungnam.

The position of this lot is about midway between the slaughterhouse and the reservoir, and almost opposite Tong Hin and Co.'s engineering and boat-building works, on the way to the Docks, at Kowloon.

The lot is held from the Crown for the residue of a term of 25 years from the 10th December, 1892, at an annual Crown rent of \$7. Bidding commenced at \$400 and rose by offers of \$50 to \$1,200, when the bid dropped to \$50 each until \$1,400 was reached, at which figure it was knocked down to Mr. Kwong Fook Hing, contractor. Among those present were Messrs. J. R. Michael, Ellis Kadoorie, Sammy Warren, Ritchie and a few Chinamen, friends of Mr. Kwong Fook Hing.

Messrs. Johnson, Stokes and Master were the solicitors for the plaintiffs.

DESPERADOS IN DEEP BAY.

AT MACAO.

A VISITOR'S IMPRESSIONS OF THE HEALTH RESORT.

12th inst.

Macao is a very much over-rated place. In Hongkong it seems to be the proper thing to refer to Macao as the "Health Resort of the Colony," the "Holy City," the "Monte Carlo of the East," the "Pleasure Paradise," the "home of beauty and of grace," the "Brighton of Blackpool of the East," and so on *ad lib.* Consequently, if a visitor to Hongkong desires to suggest that he is sick and tired of Hongkong, he is recommended to try Macao. Now, as half the foreign population of Hongkong seems to look upon Macao as a god-send blessing to husbands troubled with nagging wives and squalling children, there must be some efficacy in the air of this Portuguese possession. What the married men of Hongkong would do without Macao it is fearful to contemplate. Whenever the first breath of hot air strikes the city, the benighted cheer up like a lot of cock sparrows. They become almost jumpy as they chirp along the way. Freedom is at hand. The wives and families are packed off by bag and baggage to Macao for a little while, the lords of creation have a regular royal time. That is the reason, probably, that half the male element in Hongkong forget the hot weather in the contemplation of their bliss. And the wives and families roost and stew in that oven of a place called Macao, simply because they believe that in the fashion. "Out at the heels but in with the fashion" is the feminine motto and they act up to it, those who go to Macao. They can regale their friends and their meek and loving husbands all winter with stories beginning "Last summer, when we had that beautiful house next the Governor-General in Macao" etc. The men-folk say little, but if they only started the real tales of adventure beginning "During my temporary emancipation last summer when my better half and the kids were at Macao, I—" then there would be wigs on the green.

SILENT G. NDARMS.

The first impression of Macao from the steamer is hardly prepossessing. You see the old ruin in the distance, a couple of flagstaffs, a lighthouse, and a row of houses that look like barricks—that is the famous Praia Grande from the sea. You leave that behind because that is only Macao's show place and people must enter by the back-door. Nothing under a duke is allowed to land on the Praia Grande—it might disturb the sacred slumbers of the loungers on the Praia. So you creep along through shacks of stinking junkies until an apology for a wharf appears. Three policemen, or gentlemen or whatever they may call themselves, appear on the landing stage. Their mustachios are very fierce and their swords very useless. They never speak to one another, being sworn to silence; and they never do anything, being paid to vegetate. They are kept as a sort of atmosphere in the place; like the succo dragons of a temple gate.

ALL IS NOT GOLD.

So a landing is effected. The richkissas are very gaudy. Gimmam cloth lines the hoity beautiful Brussels cap sets are under your feet. The puller speaks pidgin English—and here is a tip, he never by any chance has any change—so you feel quite at home. Until the richkissas start, and then you forget the gorgeous trappings of the vehicle. They know not the great Macadam in Macao—except on the Praia. All the hillside houses are laid with cobblestones. Consequently when the richkissas cast off you come to the conclusion that it was a good thing you forgot to take those liver pills. The morning. That it is the first morning. Afterwards you are inclined to think that liver pills are not so very a renowned affair all compared with a richkissa on a rocky shore.

BENEVOLENCE PERSONIFIED.

Of course the puller knows or thinks he knows where you are going. He promptly lays you down before the No. 1 gambling-house of the Colony. There, it is said, is the best; in each you are sure to win. The boss sees the unfledged one timidly crawling up the stairs of the den, and does his No. 1 smile of welcome. He explains the simplicity of the game and tells the newcomer that if he wishes to gamble the whole house is at his disposal. In the writer's case, the proprietor or caretaker—it doesn't really matter what he was—offered to provide breakfast, fifteen ten and cold drinks, champagne, ice, sassafras, entertainments by dancing girls and all the rest of it for a week or a month. And all for nothing. Naturally it was expected that the visitor would gamble a little but not too much; being a tenderfoot he was sure to win—all tenderfoot wins; and although the house was willing that he should win a little they hoped he would not win too much. They have to pay some \$50,000 for the Gambling Farm and pay 48 per cent. to the shareholders, so they pleaded with the stranger not to overdo the winning part of the game. Their generosity was overwhelming and being one of a party noted for his philanthropic work, we assured the boss that we refused to behave like other people from Hongkong—we would not play, so that we might not win. The boss was not at all happy at this; in fact he nearly had a fit.

One thing is peculiar to Macao—there is no middle-class. Uniforms and tags are the chief features of the streets or rather lanes (Oh, contributor must have had only a very cursory visit in the city and his impressions would be modified after a better acquaintance with the "beauty spots" of the ancient settlement. In *N. C. D.* Three quarters of the town is a modern Alamo—the churches forming the sanctuaries; the other quarter is composed of blatted aristocrats of all nations, and this quarter never stirs out of bed without yards of gold braid showing its mainly bosom. Of the ladies one-half the population is enveloped in black shrouds; the other half seems to spend its time in counting its jewellery and bedecking itself with rings and bangles. The second half is very fair to the eye and it must be admitted that they do keep some lovely women at Macao. Of course there are others, but they are the exceptions. Sauntering along the portico of the Chinese quarter, the visitor is struck by the monotony of the shops. First comes an eating-house, where strange and weird decorations are compounded; next there is a samshu store; then comes the pawnbroker's office. It is all in regular rotation, refreshments, drink, pawnbroker—refreshments, drink, pawnbroker, right along the lanes. And each is crowded. So that there is a big overhang of cash in Macao. They don't put up big signs about "No chits received" or "By day we trust to-morrow," they keep bamboo canes and the skin of the depredated who lends a chit. One shopkeeper away on the sands had never heard of the word "chit"—which exhibits Macao in a new light.

THE CYCLE CRAZE.

There are other sights in and around Macao. One of the most interesting is that provided by the soldiers and sailors on bicycles. The cycle craze has just struck the Portuguese possession, and the disease is decimating the Colony. Long, lean cyclists skid along Macao's only road, the Praia, at 40 miles an hour. Officers of gendarmery may be seen at all hours of the day—preferably about noon—

hurting through the air, pedalling for grim life as if the spectre of the East was after them. The Municipality, it is said, has dispensed with the watercarts since the cycle craze. The Praia Grande is now lived with the julep, perspiration of the cycle fiends. The dog-catcher is also out of a job—all the dogs disappeared simultaneously with the advent of bicycles. There is this to be said about the craze—it leads to a moderate form of excitement and it interests the visitor. It represents the new era of progress that has arrived. In Macao, it should be explained, the richkissas pullers never sleep. They don't even walk—they creep. It is just possible to make a puller nervous, but it implies great energy on the part of the visitor. You have to take the richkissa up a cobbly hill, then get it started with the puller between the shafts and while he is still dreaming, get a friend to push it suddenly. Then the richkissa sends the coolie helter-skelter down the hill. It is a mild form of excitement, because there is always a possibility that you may land in the sea. "Anything for a quiet life" is the motto of the pullers and they live up to it. So that a cyclist who can't be even for dust and a richkissa-puller who is a cannibal by profession afford that pleasing contrast which is the mixed pickles of modern life.

THE PRAIA GRANDE.

Something should be said about the Praia Grande, but it is a big subject—too big for a passing remark. It has to be seen and viewed for a lifetime before the proper perspective is found. All the houses are at least between one and two centuries old—that is their chief recommendation. Two houses have gardens in front. One of the gardens depicts a scene on a desert island—it is filled with huge boulders of granite and flints arranged in that careless haphazard style which shows real artistic perception. To enter the house an apprentice Alpine climbing is requisite. Even famous mountaineers have quailed at the prospect of negotiating the Matterhorn of Macao's Praia Grande. The other garden contains two shrubs, believed to have been planted by Marco Polo, or some famous individual who had too much time on his hands. There are also two weeds under a glass case—"no admission except on business" is placarded outside the gateway. These weeds are supposed to be two thousand years old and are greatly venerated. "The rest of the barracks—for the Praia Grande is just an elongated barracks—calls for much comment if time and space permitted. One house with a portico, for instance, is the beauty-spot of Macao but people should see it for themselves.

MACAO'S FORTIFICATIONS.

For the benefit of foreign aggressors it may be hinted that Macao is fortified. One big gun, wrapped up in a blanket stands sentry over the harbour. It would do great damage to somebody or something if it were fired, but nobody would think of such a thing. There are other guns on a far topote, and being interesting relics of the past when Vasco da Gama was ploughing the seas they are kept polished and shiny with blacklead and elbow-grease supplied by Chinese labour.

Nobody knows anything in Macao—they all mind their own business to such purpose that some of them might be considered half-witted—but they are in reality only communing with their inward selves. People in Hongkong are altogether too flighty; they distrust the repose of Macao. To avoid questions most of the residents there pretend that they only speak Tagalog—whatever that may be—so there is no danger of missing your way. Four hours in Macao does more to reconcile the Hongkong resident to his lot on the hill than a year at Kowloon. But Macao must be supported. It is a Benedictine's station; without Macao the ladies—bless 'em—and the youngsters would have to live in Hongkong all the year round. With Macao's hand it is possible for the married man to get a respite now and then, so Viva Macao!

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st July.

	1904.	1905.
Ty-tan...	15' 11" below	5' 6" below
Ilyewash...	15' 6" below	11' 11" below
Pokfulam...	over 1' above	0' 3" below
Wong-nai...	over 1' above	3' 7" below
Wong-nai-heung...	over 1' above	over 1' below
STORAGE GALLONS.		
Ty-tan...	26,134,000	33,780,000
Ilyewash...	5,114,000	8,702,000
Pokfulam...	66,000,000	65,000,000
Wong-nai-heung...	30,459,000	25,819,000
Total...	127,707,000	133,291,000

Consumption of Water in the City of Victoria and Hill District during the month of June.

	1904.	1905.
Consumption...	88,853,000	136,649,000 gallons
Estimated pop...	224,100	228,900
Consumption...	13.2	19.9 gallons
per head...		
Intermittent supply during the whole month of June, 1905.		

Consumption of Water in Kowloon Peninsula during the month of June.

	1904.	1905.
Consumption...	14,800,000	20,195,000 gallons
Estimated pop...	68,300	73,950
Consumption...	7.0	9.2 gallons
per head...		

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

THE LATE MR. A. G. WARD.

The *N. C. D.* News, of 10th inst., says:—We deeply regret to record the death at the Nursing Home on Sunday evening, of Mr. A. G. Ward, organist of Holy Trinity Cathedral. For the past two weeks or so Mr. Ward has been suffering from sun-stroke and typhoid fever, which had gradually become more pronounced, and he died as stated at the age of 35. At the service on Sunday morning at Holy Trinity Cathedral, the Rev. A. J. Walker, made sympathetic reference to Mr. Ward's demise and the Rev. C. E. Darwent also alluded to the sister Church's loss at Union Church, where the Dead March was played after evening service.

The funeral took place at the Bubbling Well Cemetery at 6 p.m. The Dean officiating at the graveside. The service was fully choral and there were over two hundred persons present. The casket was first carried into the chapel and then to the vault by Messrs. F. R. Smith, A. Fleet, W. A. Kirschstein, H. F. Bell, Derrick, F. A. De St. Croix, R. B. Allen, and A. J. H. Moule. The service was most impressive and at the close the hymn "Now the labourer's task is o'er" was sung by the Cathedral choir. There were a number of floral tributes.

Bishop Moule of Mid-China sent a sympathetic telegram. During the afternoon, and evening the flags at the Cathedral and Shanghai Cricket Club were half-masted.

In an extended obituary notice printed in the editorial columns of the *N. C. D. News*, the writer says that Mr. Ward had just entered into the life of Shanghai, he was yet a stranger among us (it was the register, but by many who stood round the grave-side of the Bubbling Well yesterday he will be sincerely missed and mourned for as a man whom to know was to love). Mr. Ward only came to Shanghai in March last, and it was on the nineteenth of the month that he entered upon his duties as organist of Holy Trinity Cathedral. Immediately the new organist became popular at the Cathedral, for he was a man who by his life and work showed us that he considered all good music sacred if it was heard sincerely, and that all poor music is execrably unsacred. The volunteers he played at the close of the evening services were highly appreciated, while the little alternations in certain musical circles that flowed in the wake of his advent have also been heartily approved. Mr. Ward did not have time to settle down in Shanghai, who had met him had hardly time to know him, but his being out of will, no less be felt for that reason. Hongkong can alone say what Shanghai has lost. Those who had been privileged to know the late organist knew him as a true gentleman, a musician heart and soul, and a staunch friend.

A journalist, who was at one time in Hongkong, writes in the *Shanghai Times*. The news comes to his friends with a suddenness that is a shock. It does not seem, but a few weeks ago that he came here from Hongkong to take over the post of organist and to renew his friendship with the many people, who knew him as a real good fellow, and an ardent cricketeer. And now, he has crossed over to the great majority. His breezy good nature, his desire to help, all who came within his ken, his complete absence of affectation, and his sincere love of music, endeared him to all who came in contact with him. I first met him in Hongkong nearly two years ago. I had only arrived from England about three hours, and although the reader was waiting at the airport to take him off to the ship that was leaving for Shanghai (he was coming here with the Hongkong Cricket team) he gave me ten minutes, saying he would be back in a few weeks and would do anything he could for me. When he returned we became friends. I found out the sterling worth of the man, for he was an Englishman and a gentleman to his finger tips. There was a cheeriness about him that almost carried sunshine. Little children loved him. Men and women liked him more than ordinary. And now he is dead. One can indeed say of him, as he said of himself, "I hope who are dead, speak nothing but what is good." It is true that he has taken the journey that lies before us all; only, he has left too soon.

THE NEW INDEMNITY AGREEMENT.

The Peking Correspondent of the *Shanghai Mercury* writes under date 3rd July:—A new agreement was signed yesterday by Prince China and the Viceroy of the Maritime Powers of the Peace Protocol of 1902, in reference to the payment of the indemnity. You are, of course, aware that China and the Powers have not seen eye to eye on the question of the rate at which the indemnity should be paid. The protocol specified that the indemnity was to be paid in gold, but the amount was stated in taels at the rate then prevailing. Silver, however, subsequently fell heavily, and the Chinese authorities naturally wanted to pay taels which they wished to be considered as the equivalent of the rate of exchange prevailing at the time the Treaty was signed. This proposition, of course, was whether China of the Powers should suffer the loss entailed by the fall in the value of silver. By the new agreement just signed, China recognizes that the indemnity was a gold obligation and that she must bear the loss caused by the fall of silver.

The gist of the agreement just signed is that the total amount of the indemnity still outstanding, some 40 million half-taels, must be paid at the rate stated in Article 6 of the Protocol, as well as about eight millions of arrears up till January, 1905. China undertakes to pay the arrears pro rata by telegraphic transfer directly to the Powers fifteen days after the acceptance of the proposal. China also undertakes to pay four per cent. per annum from January to date of payment. National Bonds were to be signed when the proposition was agreed to. On the last day of each month equal monthly payments are to be made on the total sum payable yearly as interest and instalment of the indemnity fixed in accordance with tables to be annexed to the National Bonds—on the other hand, China may deduct at the end of each half-year four per cent. per annum on such payments till the last day of half-year. China shall pay at the highest relative rate of the Bank of China and the money of each country either in silver or the price of silver on the London Market or gold drafts or telegraphic transfers at the choice of the Powers, but China may purchase the drafts or telegraphic transfers to the best of her interest in any place or on any bank or by adjudication, provided the payment in gold is made directly to each power, on the date of maturity. It is understood that China shall be responsible for the exact payment of the transfers or drafts. Each power on receipt of the proposition, should collect the amount of the indemnity of the bankers between 1st January, 1905, and the day of coming in force of the new settlement shall be refunded to the Shanghai Tientsin, who shall discharge the payments due after the manner declared at the highest rate after the deduction of four per cent. from the day payment is made up till the date of the next half-yearly maturity.

THE RUSSIAN CROISERS AT MANILA.

ALLEGED SUSPICIOUS MOYR.

It was not through fear that the men of the Russian cruisers would mutiny the United States monitor *Menadock* so hurriedly took on powder.

The *Menadock* does not keep powder on board on account of the climatic tendencies towards spontaneous combustion on a ship of that type. On Thursday night, as published in the *Cablenews*, the *Menadock* received a full supply of powder from the Cavite yard by the order of Admiral Reiter. It came in an ammunition lighter, towed by a navy yard tug. This was a most unusual proceeding, and duplicated only in times of great emergencies. The *Menadock* is now ready for war.

The reason why she replenished her magazine and took up her present position, commanding the three interned foreigners, is no less than the belief that the officers of the ships—not the men—were meditating a coup, which, were it tried, would jump Manila Bay some

morning into prominence as the scene of the most sensational Russian plot of modern war. It was believed that the Russians had made up their minds to ship their cables and run for Saigon or some other friendly port.

This is the statement made by a petty officer of the *Menadock*, yesterday to a *Cablenews* representative.

He said: "On the forenoon previous to the night on which the powder was taken aboard; an officer of one of the Russians came over to us, and told our commander that, although they did not fear mutiny, the conduct of some of the men was suspicious, and the Russian admiral thought it best that we should be prepared for possible trouble in case it came. Our commander thanked him and communicated with Admiral Reiter, who directed our commander to report to him. What took place between them I cannot say, but this is what afterwards leaked out."

It appears that no stock was taken in the fear of a mutiny, but information had reached the admiral which inclined him to believe that the Russians were attempting a risky move. They are limited to 200 tons of coal per ship per month—just enough to keep the furnaces going—and while they are not taking on much of the carbon by day, they are loading heavily by night. This was more suspicious. The meaning was plain. The *Menadock* was ordered to change her position so as to command the three strangers, and her magazine replenished. On the slightest sign of a fly-by-night you may expect to hear some heavy gun-play and see bits of Russian cruisers coming down from above. The Russians will wonder what hit them.

A Russian officer interviewed last night, said that he had heard the three ships at the officers' mess that the Russian mutiny. Mayor Brown, who has been entertaining many of the Muscovites, was standing by, and the officer added: "If they do mutiny and throw us overboard, we are going to swim ashore to your nice house and make ourselves quite at home."

He said there was no fear that they would try a coup, but he said nothing about the coaling. The *Cablenews* gives the above for what it is worth. The petty officer of the *Menadock* said it. Mayhap he was talking to the marines—*Cablenews*, 9th inst.

THE END OF THE CRUISER "TAKASAGO."

AN INTERESTING STORY.

After the great naval battle on August 10th last outside Port Arthur, the remaining ships of the Russian squadron at Port Arthur, took shelter deep in the harbour, only one or two of the vessels occasionally venturing out. The Japanese fleet maintained the blockade of Port Arthur, the main force remaining at the island advance base. The last second-class cruiser "Takasago," of 1,200 tons and 24 knots, completed repairs at Kure early in December 1904 and proceeded direct to the Pechili Gulf to resume her blockade service. She steamed twice along the coast of the gulf, and in the forenoon of December 11th, she arrived at a certain point at the entrance of the Gulf, to coal. It was growing hard at the time, with a piercing northerly wind and high sea, and the collier did not arrive at the time appointed. On the following day the cruiser visited the same place for coal, but for the first time the stormy seas had evidently prevented the vessel from leaving the appointment, and the "Takasago" was compelled to drift during the day in order to save coal, and to steam slowly at night. Shortly after 12 o'clock midnight on the 12th December, with only the watch on deck, the cruiser was slowly steaming on the east of the group of islands at the entrance to the Gulf, 23 miles south of Port Arthur, when a terrible explosion took place on the portside, sending a cloud of water high into the air. It was evident the cruiser had struck a mine at the water-line midships, and through a large hole, about six feet square, for water was rushing with tremendous force. In a very short while the ship listed heavily to port. Captain Ishibashi quickly mounted the forebridge, and Commander Nakayama second in command, at once gave orders to try and check the lurch. The collision mats were got out, boats were lowered, and all the efforts made, however, were of no avail, although coal, ammunition, and other heavy articles on the portside were jettisoned to lighten the ship. The list increased and it became apparent that the cruiser must shortly sink. Fifteen minutes after the explosion, the electric light was suddenly extinguished, the only light the remainder being that on the bridge. It was found the hoists on the starboard side could not be lowered on account of the heavy list to port, and only a lifeboat, always ready, could be lowered with difficulty. On the portside the steam-launch was smashed and useless, and only a cutter and *temma* boat were serviceable. These three boats being lowered, the fixed number of men entered them, no one else attempting to leave the doomed ship. Forty-two minutes after midnight the disaster was communicated to the Fleet by wireless telegraph.

The end was now very near. Captain Ishibashi on the forebridge assembled the 200 officers and men still on the vessel and announced that everyone should place a lifebuoy on and remain on board as long as the ship was afloat. A dead silence followed this brief order. Every man was determined to die with his ship.

An hour after midnight the clear notes of the bugle were heard. All on board joined in singing the "Kimigayo," after which Captain Ishibashi led in three "Banzai" for the Emperor, and cheers for the Empire and Navy. The signal for the song of the "Drave Sailors" was then given, and the men were now allowed to smoke, and soon the strange sight was presented of officers and men seated in all parts of the ship smoking and quietly waiting for the ship to go down. Round about them was darkness. The sea was higher than before, the snowstorm had increased, and the cold was intense. An hour and eight minutes after the mine had struck the last moment came. Suddenly the vessel assumed an upright position and then plunged beneath the waves.

Five hundred officers and men were struggling in the water. The three boats which were lowered endeavored to save as many men as they could, but they themselves were in great peril, and practically helpless in the gale. Presently through the darkness the flash of the searchlight told that help was approaching in response to the telegraphic message. In a few minutes the dispatch-boat "Otowa" had arrived and was doing what she could to rescue the living. In a very short while three boats from the "Otowa" assisted by the three boats of the "Takasago" had rescued 420 officers and men, including Captain Ishibashi. Of these a number subsequently died from exposure. Two hundred and sixty officers and men met the fate they had faced calmly when waiting for the warship to sink.—*Japan Chronicle*.

It appears from some of the Northern papers that the Waiwui is evidently doing its best to oppose the Russian demand for a concession to build a railway from Urga to Kalgan.

THE DISARMING OF THE "TEREK."

A BATAVIAN ACCOUNT.

The *Batavia Nieuwsblad* of June 30 has the following account of the arrival of the Russian cruiser *Terek* there:—

Yesterday morning the Russian steamer *Terek*, ex *Marla Thersia* of the Hamburg America Line, Commander Paucoff arrived in Tanjung-Pinok. She is a ship of 7,300 tons with a crew of 18 officers and 493 men, and has an armament of 16 guns. The *Terek* was one of the ships of Rodzhanovsky's fleet and came from Caro bay last. According to a wireless message the *Terek* has sunk the B. I. L. *Alhona*. The same happened to the Danish steamer *Prinsess Marie*, the crew of the latter is still on board the *Terek*. The authorities here allowed the commander to stay in the harbour for 24 hours, and to take in 1,500 tons of coal to enable her to reach her nearest port, Djibouti. As soon as she was alongside the wharf a company of soldiers under an officer guarded her to prevent the crew from deserting as happened with the *Rion*. When coal was to be taken in no coolies were handy. After this morning only 100 tons had been taken in and the Commander being unable to reach with this the nearest neutral port, requested the Dutch to disarm his ship, which was done in the course of the day. The Russian flag was hauled down, the breechlocks of the guns taken out, and a military guard put on board.

This happened at a quarter past three in the afternoon in the presence of the Assistant Resident (Acting Resident) and the Commander of the Siboga. The Commander was allowed to remain on board, the officers and crew were to be detained here. The officers were liberated on parole. The crew will be detained together with the crew of the *Rion*, in all 500 Russians, at Government expense. A witness, who saw the *Terek*, states that the ship has two big guns, one forward and one aft, the rest are small quickfiring. The steamer has only had the necessary alterations made to convert her into a cruiser, the accommodation for passengers remains intact. In comparison with the small ships of the K. P. M., the cruiser looks imposing. As reported the *Terek* has been sought by an English cruiser to receive an order from the Russian Government to stop working near the coast of Sumatra, and return to Russia at the first opportunity. Perhaps this caused the disarming.

THE TRIAL OF CAPTAIN BOUGOUIN.

HEARING IN PRIVATE.

Tokio, July 4.

The trial of Captain Bougouin and his Japanese assistant, Maki, took place this morning at the Tokio Court of Justice. The Court sat at 9.50 a.m. Judge Imamura presided, assisted by Judges Fukagawa and Oka. The Public Prosecutor was Mr. Anju, and Messrs. Sobe, Seki, and Takagi appeared as Counsel for the accused. More than sixty persons attended the Court, including Captain Bougouin, stepson of Captain Bougouin, Captain Bougouin was dressed in a black frock-coat, white waistcoat, and black trousers. He appeared to be less weak than was anticipated from the reports of his illness.

Maki was first required to answer preliminary questions, and then Captain Bougouin was asked whether he could speak Japanese. Upon his replying in the negative, Mr. Nagaki and a Court interpreter were required to make an affirmation that they would give a faithful interpretation of the evidence of the accused. Captain Bougouin was then asked his age, nationality, residence, &c.

When these preliminaries were over, President Judge ordered that the trial be held *in camera*, and the public in Court, including Mr. Strange, were ordered to leave the room. Only two foreign gentlemen, apparently belonging to the French Legation, together with Mr. Kashiwabara, Councillor of the Department of Justice, and Colonel Chida, of the Gendarmerie Corps, were allowed to remain. The hearing continued till late in the afternoon, when it was adjourned.—*Japan Chronicle*.

It is to be regretted in the interest of Japan, says the *Japan Chronicle*, that the trial of Captain Bougouin is being held *in camera*. Of course there may be reasons for keeping certain parts of the evidence secret, such as where that evidence may refer to military plans or movements, &c., but it seems to us that all such information could easily be suppressed while allowing the real gravamen of the charge and the evidence in its support to be seen. The prosecution, we take it, has to show not only that the information which Captain Bougouin was alleged to have in his possession was obtained in an illicit manner, but that the accused made an improper use of it. This part of the case ought to be open to the public, even if it were necessary to conceal the nature of the information which the accused is alleged to have obtained. It seems the more necessary to insist upon this point as some suspicion evidently prevails in France that the case has been trumped up on account of the recent political differences between France and Japan. It need scarcely be said that we do not share this opinion, but at the same time it seems to us that the Tokio Chibo Salbansho is making a serious mistake in entering upon a course of action that will certainly tend to encourage rather than to allay suspicions entertained in countries where the independence of the Japanese judiciary is not so well recognised as it is by those of us who have had a lengthy experience in Japan.

PLAGUE IN FORMOSA.

MANY DEATHS.

A telegram from the Government to the authorities in Tokio reports that 15 deaths and 12 fresh cases of plague were reported in the island on the 3rd inst. This brings up the total since January last to 3,353 cases and 2,057 deaths—a statement that shows the terrible virulence of the disease.

THE SINGAPORE DOCKS.

Tanjong Pagar Dock Company has passed away in what we may term its adolescence, as commercial undertakings grow in its progress during the short forty years of its existence. The *Singapore Free Press*, showed that with careful guidance, and upbringing it had a brilliant future before it. Unfortunately a period was put on its development which has led to the change of guardians which takes place to-morrow (9th June). Government will in less than 24 hours formally take over, what we think may be justly termed the most successful commercial enterprise ever entered into by any body of men in Singapore. That a concern which in 1865 set itself to capture the commerce of the 1847 vessels which annually arrived in Port, and which in 1867 berthed eighty steamers and forty-five sailing vessels, and did \$9,300 worth of repairs in six months, should twenty years later show a working account of seventy thousand odd dollars and dock and machine shop accounts

of nearly the same amount, gives ample evidence of vitality. In late years the earnings of the company amounted to over a million a year, whilst the half yearly balance on profit and loss, amounted last year to over a quarter of a million. Such is the business Government now takes over. A business with miles of wharf accommodation, docks, ship-building and repairing shops, and a good-will of incalculable value, since it holds a practical monopoly of docking facilities.

The history of the Company has often been told, but that is no plea for not repeating something of it. The idea of docks occupied men's minds here as far back as 1845, when Mr. Jacob C. Nias proposed the construction of a dock on and opposite the house of the late Sultan of Johore. It was to be 300 feet long and was to be ready in a year. The cost was estimated at \$16,800, representing a vastly different amount to what it would to-day, and the profit was estimated at £100,000 a year. It is a singular coincidence now that the present concern has reverted to Government on this suggestion favourably. Some years later the work was nearly carried through, but at the last moment Clunies was turned out by the Government on the ground that he had no title to the land, and had to submit to see the loss of all his labour without getting a farthing's compensation.

The first successful dock was that made under Captain Cloughdon of the *Apar line*, a New Harbour. This was completed in 1859 and was followed by another in 1867. These docks were made of granite and cement, and testify to-day to the excellent workmanship. The actual proposal of docks at Tanjong Pagar appears about 1861 and two years later appeared the first prospectus bearing the names of Gillfillan, Harrison, Smith, Tan Kim Cheng, Davidson, Willson, Cramer, Lalla, and Thomas Scott as Committee. The capital was to be \$125,000, later increased to \$200,000. The Victoria dock was formally opened by H. E. Sir Harry Ord in 1888. A year later the opening of the Suez Canal proved to be the making of the Company. In 1879 the second dry dock was opened by H. E. the administrator, Col. A. E. H. Anson. In 1881 a joint pier was established with the New Harbour Dock Co. in 1883 the Borneo-Wharf property was purchased for a million and taken over, giving Tanjong Pagar an unassailable position, which it has maintained and improved up to the present day.

The events which have of late years led up to Government intervention are too fresh in the public mind to need repetition, but it may be interesting to note one or two bad experiences which have befallen the Company during its career. In 1865 during a rough tide, 120 feet of a newly constructed wharf and wall were swept away, causing a loss of over sixteen thousand dollars. Twelve years later came the greatest fire Tanjong Pagar ever experienced. It broke out on all days on a Friday, and that too the 13th, and although the employees, the Artillery, the 74th Highlanders, and the men from no less than five warships in Port, aided in the attempt to quell it, they could do no more than stop the spread of the flames. The wharves and godowns were saved, but over forty thousand tons of coal burned, and the loss lasted a fortnight. The loss was estimated at fifty-three thousand dollars, and yet the dividend of twelve per cent was not affected.

In recent times there was the unfortunate and deplorable end which overtook Mr. Rutherford in 1902, which through it may not be counted in the actual history of the docks, was yet a severe blow to the Company.

And so with a brief and wholly inadequate resume of the life of this company we say farewell, trusting that under the paternal care of Government the growth of this splendid undertaking may be fostered with even more regard to the future of Singapore, than has sometimes been the case in the past. The Board will elect its Chairman to-morrow and everything will go on as usual.

PAHANG GOLD.

The Pahang Administration Report for 1904, which is signed by Mr. Cecil Wray as Resident, says that the export of gold from Pahang in 1904 was 18,004 ounces compared with 12,411 ounces in 1903—an increase of 5,593 ounces. Of this amount, 3,118 ounces really belonging to 1903, but the duty was only paid in 1904. The following table shows the output from the principal mines:—

Mine.	Tons crushed.	Ounces gold	Average yield dwts.
Raub Company	37,474	7,197	3.84
Malaysian Co.	10,829	3,669	6.77
Kechau Gold Mining Syndicate	2,053	509	5.50
Kechau Gold Fields	2,212	900	8.15
Penjum	2,395	281	2.34
Total	54,961	12,625	4.37

From the official reports, British New Guinea is practically virgin ground. The administration does not, however, appear to be quite as satisfactory as it should be, but it will improve with the development of the country. Sir William Macgregor, while Governor of British New Guinea, expressed the greatest confidence in the future of the colony, and his opinions were never voiced unless sound and solid reasons could be adduced in support of them. Australia looks upon New Guinea as an outpost of the Federation. It is a defenceless, ready prey to any country or combination of forces which might rise against Great Britain, and the real Australian spirit is shown in this sentence taken from the *Sydney Telegraph*: "To prevent it from becoming a point d'appui for armed enemies of White Australia, it behooves us to do all within our power to promote its occupation by people of our own race." The natural resources of New Guinea are described, and the possibilities of the country for settlers, and the profusion of labour indicated. But from a political point of view, the great thing is to fortify New Guinea, that an enemy bent on attacking vulnerable Australia might receive a check at the very outset of operations. With New Guinea peopled and ruled by white settlers, whose interests would be bound up with the interests of the Commonwealth, and with Timor standing neutral, or, preferably, under the Union Jack, then Australia could feel tolerably safe from foreign invasion, nor would the people be haunted by the knowledge that there was an enemy at the gates.

COMMERCIAL

Quotations for the week close as follows:—
 Hongkong Banks... \$800 ss. 190
 National Banks... 38 b.
 Union Insurance... 78 b.
 China Traders... 78 b.
 Canton Insurance... 32 1/2 b.
 Hongkong Fire... 305 b.
 China Fire... 85 s.
 H. C. & M. Steamships... 20 1/2 s.
 Indo-China... 93 b. ex div.
 Douglas... 35 1/2 s.
 China Sugars... 21 1/2 ss. & s.
 Raub... 6 1/2 b.
 Docks... 197 b.
 Kowloon Wharves... 95 b.
 Famham... 117 ss. & b.
 West Point... 51 s.
 Hongkong Hotels... 138 s.
 Ewo Cottons... 118 s.
 Green Island Cements... 52 1/2 s.
 A. S. Watsons... 12 1/2 b.

YARN MARKET.

In their report, dated 14th instant, Messrs. Cawajee Pallanjan and Co. write:—Our last report was dated the 30th ultimo per s.s. *Nubia*. In the early portion of interval our yarn market continued firm and a quiet but steady business was passing at an advance of \$1 to \$1 1/2 per bale owing to firmness of holders. Latterly a large native operator suddenly put in an appearance and commenced buying freely all counts and grades of twist which resulted in another rise of \$1 to \$1 1/2 per bale in values and caused other buyers to hold entirely aloof. Harvesting operations have now commenced in the interior and deliveries from first hands are consequently greatly checked and with incessant arrivals our stocks are accumulating. The market closes firm and steady. No. 6s. fairly saleable at an advance of \$1 per bale. No. 8s. Nothing doing. No. 10s. a good business has been put through at an improvement of \$1 to \$2 per bale. No. 12s. moderately active and prices higher \$1 to \$2 per bale. No. 16s. special counts easily saleable at an appreciation of \$1 to \$3 per bale. No. 20s. extreme rates have checked consumption and only a small business has been passing at quotations under country orders. Sales during the past fortnight comprised of about 175 bales of No. 6s.; 450 bales of No. 10s.; 125 bales of No. 12s.; 900 bales of No. 16s. and 1,350 bales of No. 20s.; in all about 8,300 bales. Arrivals per steamers *Lightning*, *Ichika*, *Lalung*, *Maragon* and *Cornwall* of about 16,800 bales. Shipment to Shanghai and Northern Ports about 5,000 bales. The unsold stock is estimated at about 47,000 bales.

Local Yarn:—A good business continues to be done in these threads and sales of about 900 bales No. 10s. and 12s. at from \$105 to \$114 all long delivery have been reported.

Japanese Yarn:—Supplies are diverted to the northern ports where prices ruling are more favourable than our quotations.

Exchange:—We quote to-day on India at Rs. 14 1/2 per cent. London at 11 to 11 1/2 d. = 5.

SHANGHAI SHARE REPORT.

The following resume of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report published on the 6th July:—
 After the June settlement Saturday and Monday were bank holidays and there was nothing done on those days, but since the resumption of business the market has been slow. The course of Docks and Langkats has been steadily downwards, but Indos have shown more life and there is a better feeling for forward shares. At the present price of Tls. 69, less dividend, the shares look attractive and a rise in rates may be expected. Shanghai and Hongkong Wharf shares have risen to points owing to rumours that the past 6 months' working is the best on record. Cottons are improving and probable dividends are spoken about. Exchange has remained fairly steady and closes at 27 1/2 for £100 in London. The 3 days' rate for Hongkong is quoted 70 1/2 and from that port 71 1/2 is wired. Consols 100 1/2.

Wharves:—Business has been done in Shanghai and Hongkong Wharf at Tls. 175, to Tls. 185 cash. For July Tls. 176 is recorded. August shares have been sold at Tls. 184 and Tls. 188. September at Tls. 187 1/2. October shares were made early in the week at Tls. 180, 181. The godowns are congested and steamers are being refused wharf accommodation on account of the impossibility of storing the incoming cargo. Yangtze Wharf shares have also advanced and a sale of shares have been made at Tls. 120 and Tls. 124.

Shipping:—The market for Indo-China has been improving quietly but surely, and to-day there is a strong demand for shares both in Hongkong and locally. For the end of this month only a few shares were found available and booked at Tls. 68, 68 1/2. August sales have been made at Tls. 69. September shares are quoted Tls. 71, Tls. 69 and Tls. 70. October Tls. 71. Shorts for the end of this month are trying to cover. Tugs' preference have changed hands at Tls. 50.

Docks:—Famham is—Judging from this week's market is difficult to get out of except at a decline on previous rates. For cash Tls. 140, 139 has been paid. For the month's settlement sales at Tls. 141, 141 1/2, 140, 140, 140, 139, 138 are booked. For August Tls. 141 1/2, 142, 139, 141, 140 are reported. September shares have been negotiated at Tls. 141, 141, 141 and Tls. 140. For December Tls. 141 has been done and more shares are offering. Land:—Sales of Shanghai have been made at Tls. 127, 127 1/2, and are wanted to-day.

Cottons:—The Cotton market is increasing. Ewo's have been bought at Tls. 43 for cash and previously at Tls. 42 1/2 for the end

of the month. L. K. Kung-Mow's are reported sold Tls. 42 1/2 for same date. Cash sales have been made at Tls. 47. Internationals are wanted. Seng-Chen are in demand.

Sugars:—Perak's have changed hands at Tls. 70. China Sugars have been booked for October at \$223.

Mining:—Nothing has to be noted.

Tobacco:—Sumatras have been sold at Tls. 68. Telegrams from Amsterdam state that 320 bales have been sold at G. 0.95. In Langkats we have had a dropping market all the week. For cash Tls. 210 has been done and for the end of the month shares have been let go at Tls. 210, 215, Tls. 215 1/2, Tls. 210, 211, Tls. 211, 212, August sales have been booked at Tls. 210, 215, Tls. 215 1/2, September at Tls. 210, 212 1/2, October at Tls. 213, 210, 211, Tls. 217, 210, 215, Tls. 218, November Tls. 223, and Tls. 218, December at Tls. 220, 217, 215. The reason of the drop is because of the heavy stocks of oil and the continuous low market prices.

SHANGHAI FREIGHT.

Writing on the 6th inst., Messrs. Wheelock & Co. state:—
 The homeward freight market still remains very dull, about the only cargo going forward being transhipment cargo.

Outward:—This market still remains very weak, and there seems to be no prospect of improvement for some time to come. There is almost nothing doing on the coast or river in spite of the very low rates obtainable, and from Japan there is hardly any coal to be shipped.

H.M.P.

Writing from Manila on 30th June, Messrs. Warner, Barnes and Co., Ltd. state:—The market has ruled quiet over the fortnight since date of our last circular, and prices have receded owing to greater weakness in the home markets and the inability of smaller dealers to hold on to their stocks. A fair business has been done on the basis of 18 and 17 1/2 basis of current. At the close we quote buyers but few sellers at the latter figure, or say at exchange 20 1/2 = 34 0 0 f.o.b. Receipts for the past fortnight have been on a smaller scale amounting to some 27,000 bales only.

HONGKONG & SHANGHAI BANKING CORPORATION.

HALF-YEARLY DIVIDEND.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a Dividend of £1.150 per share.

Add to the Reserve Fund... \$100,000
 and carry forward about... \$1,700,000

RAUB AUSTRALIAN GOLD MINING CO.

The Manager's mine report for four weeks ending June 17th reads as follows:—
 The Mine measurements and Assay results of prospecting work show a total of 381 feet for the period (4 weeks) under review, made up of 12 ft. sinking, 12 1/2 ft. driving, 212 ft. of crosscutting, and of 34 ft. of surface prospecting against 480 ft. for the previous month.

BUKIT KUMAN MINE.

440 Level, Main Crosscut East.—This has been advanced 9 ft. making a total of 71 ft. from the shaft.

At 65 ft. a lode was struck which shows a width of 4 1/2 ft., and gives an average assay value of 6 dwts.

Driving has been started to the North and South, and the width and value for the 5 ft. driven each way is being maintained.

The lode is, no doubt, the main lode but with a changed inclination, or has been thrown further to the East by some slight dislocation between the two levels.

Driving in the old drives has been continued to 86 ft. North and 54 ft. South, making an advance of 6 ft. These are now stopped as results were not encouraging to go further.

310 Level Drive North.—This has been extended 32 ft. bringing the total to 491 ft. The lode 53 ft. is wide, assays 4 dwts with less quartz, and is more disturbed.

340 Level Drive South.—Here 9 ft. has been driven bringing the total to 372 ft. The end carries lode matter only 4 1/2 ins. wide, and low grade.

240 Level North, No. 2 Winze.—This has been sunk from 82 to 94 ft., the required depth to meet the 340 ft. level, and will be connected in a few days.

140 Level South Extension of Main Crosscut East.—This has been extended 42 ft. from the 120 level, and now aggregates 365 ft. from the shaft. Some small quartz veins have been passed through but of no importance.

Crosscutting for Stope filling, 138 feet.

The following stops have been in operation.
 Above the 340 level, 2 stops; lode 129 ins. wide, and worth 4 dwts.
 Above the 240 level 3 stops; lode 80 ins. wide, and worth 5 1/2 dwts.
 Above the intermediate level (200) 1 stop; lode 40 ins. and worth 5 1/2 dwts.
 Above the 140 level, 1 stop; lode 85 ins. wide, and worth 4 1/2 dwts.

STOPE MINE.

Main Crosscut East. This has been extended 14 ft. making a total of 75 ft.
 On the lode, drives have been put off to the North and South and 48 ft. driven.

Ore Milled.—Bukit Kuman 2,400 tons.
 Stope Mine 610
 Total 3,010 tons.

Amalgam Yield, 1,433 ozs. producing 476.107 ozs. Smelted Gold having a fineness of 919.
 Average Value of Tailings, 116 dwts. per ton.
 Average Yield 312

Yours faithfully,
 W. H. MARTIN,
 General Manager.

TO-DAY'S EXCHANGE.

Selling.
 London—Bank T.T. 11/10 11/16
 Do. demand 11/10 11/16
 Do. 4 months' sight 11/10 11/16
 America—Bank T.T. 11/10 11/16
 Do. demand 11/10 11/16
 Do. 4 months' sight 11/10 11/16
 India T.T. 11/10 11/16
 Do. demand 11/10 11/16
 Do. 4 months' sight 11/10 11/16
 Japan—Bank T.T. 11/10 11/16
 Do. demand 11/10 11/16
 Do. 4 months' sight 11/10 11/16
 Bar Silver 11/10 11/16
 Bank of England 11/10 11/16
 Sovereign 11/10 11/16

LOCAL AND GENERAL.

THE civil administration at Port Arthur was inaugurated on the 25th ult., Mr. Kawakami being at its head.

DR. MORRISON, the *Times* Peking correspondent, is en route to Washington to watch the Peace negotiations in the interest of the Japs and his journal.

A NEW currency, the same as that of Japan, is to be introduced in Korea, and to stem the flood of corruption, all Korean officials are to have their salaries doubled.

It was learnt by wire that Mr. H. Schroeter, head of the German firm of Telze and Schroeter, was accidentally shot while out with a shooting party at Dold on the 24th ult.

THE Chinese troops in Shanghai are said to be kept so strictly under discipline and so constantly at drill that they are committing suicide in despair, the commanding officer being a perfect martinet.—*P. & T. Times*.

ACCORDING to northern exchanges the public godowns in Shanghai are in a very congested state. Consignments of cargo arriving from America have been notified that the goods will be landed and stored at the Pootung Wharves.

THE *Mainichi* states that the number of mines laid by the Russians in the waters at Port Arthur must have been over 3,000. The work of clearing them away has made great progress, but it is believed that some 1,500 to 2,000 still remain to be dealt with.

ACCORDING to the *Shanghai Shimpoo*, eight million yen worth of Cardiff coal is stacked at Satebo. Part of the immense supply has been purchased but the greater part represents captures from the enemy. The authorities are not a little perplexed how to deal with it.

A TOKIO message to the *Asahi* states that, according to a private report received at Tokio, the Russians at Vladivostok have formed a balloon detachment, comprising seven officers and over thirty men. They are at present making experimental ascents every day.

VICEROY Chang Chih-tung has been appointed by the Kwangtung and Liang-Hu provinces to act as official representative in dealing with all transactions in connection with the Canton Hankow Railway, such as finding funds for the rendition of the American interests and the completion of the line, and other business transactions.

Mr. RICHARDSON, the English lady who arrived in Japan shortly after the outbreak of the war with the object of assisting in the nursing of the wounded, was recently decorated by the Emperor, with the Sixth Order of the Imperial Crown in recognition of services rendered. Mr. Richardson leaves Japan on the 15th instant for Europe.

At the first meeting of the newly constituted Tanjong Pagar Dock Board Mr. J. R. Nicholson was appointed Chairman of the Board. The proceedings were private. Mr. W. J. Trowell, Government Inspector of Marine Surveys, has left for England on business connected with the Tanjong Pagar Dock. He will return, says the *Strait Times*, about three months' time.

A REPORT has been received at Shanghai, which has caused much anxiety to the friends of Capt. Paulsen of the Norwegian ship *Freya*, which left Shanghai for Hankow on the 2nd instant, that he has disappeared. He left here on his steamer and is said to have carried out his regular duties until the time of his disappearance. He is a most popular man with those with whom he has come into contact here (his steamer having only recently come out to the East), is popular with his crew, a man of considerable means, and also a partner in the property of the steamer of which he was in command. There were only three passengers on board—Mr. Gaskell, bar manager, at the Hongkong Hotel, said that in consequence of conversation he had with Mr. Gutierrez, he looked for the marker, but found he had left the billiard room. On his return, a few minutes later, he asked him for his book, and examined that as well as the money paid in by the defendant, and found only \$1.80 had been paid in. Witness asked defendant what he had done with the rest of the money, and the latter said the customers only played three games, and he paid him \$1.80, which he had handed over to the cashier. There were only three games recorded in defendant's book. Witness asked that he believed a good deal of this sort of thing was going on.—Mr. Davies said he was instructed by his directors to ask his Wharf to deal too harshly with the defendant, and not to expose him in the stocks as he bore a good record, a copy of which, he handed to his Wharf.—Defendant was sentenced to two months' hard labour.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Captain E. S. Ward, A.D.C., from 15th July to 15th September next.

THE General Agent of the Shanghai Sumatra Tobacco Co., Limited, has received the following telegraphic advice from the Deli Maatschappij, Amsterdam:—"Sold 200 bales tobacco at Gids. 0.41."

JAPANESE gendarmes had already put down the riot between Buddhists and Christians at Nomi; where Mr. Sharp would have been in danger of his life, if he had not hastened to Kangyengo for police assistance.

THUS the *Malay Mail*—Woodo, the trainer and jockey, who will be riding at the K. L. races, is engaged to be married to Miss Amy Bailey of the Dallas Opera Company. The engagement has been formally announced.

JAPANESE papers state that Admiral Rojensky has made steady progress towards recovery. There are no symptoms of brain trouble, and it is expected that he will be completely convalescent by the end of this month.

THE *Asahi* stated that it is reported from Fukuoka that M. Czarlouff, a Russian prisoner, has applied to the authorities to be allowed to be naturalised as a Japanese subject. The message adds that he has ¥38,000 at the Russo-Chinese Bank.

A CABLE has been received by his advance manager, announcing that Eugene Sandow was leaving Singapore by the German mail last evening, and is due here late on Monday. Sandow will therefore make his first appearance at the City Hall on Tuesday night.

MR. W. Evans, shopman of Messrs. Lane, Crawford & Co., charged Wong Fu, a coolie, with stealing half a pound of tea, the property of the Company, in the shop on the 13th inst. Before Mr. G. N. Orme yesterday Wong was sentenced to one month's hard labour.

THE body of M. Paul Lessar, late Russian Envoy Extraordinary and Minister Plenipotentiary at Peking, arrived at Shanghai on 7th inst. by the C. N. S. *Shanghai* and was at once taken ashore and conveyed to the Feapoon Road Mortuary, where it now lies awaiting transportation to Russia. The body is in a state which, in the top of which is a small glass plate through which the body can be viewed. The coffin was accompanied by many beautiful wreaths, the gifts of several friends in Peking.

FIRST Petty-officer Parker, of the New South Wales Naval Contingent, has presented to the Railway Institute a Chinese rifle, taken from the south-west gate of the outer wall fort of Peking, after the siege in 1900 by the Lham Temple detachment of the New South Wales Naval Brigade Contingent, of which he was a member. The weapon is known as a "three-man" rifle and was one of many of the same class used to protect Peking from the foreign devils. It requires three men to discharge the rifle. The charge of powder weighs 80z., and the bullet 33oz., the range of the rifle being 770 yards.

A SOCIAL event of unusual interest to New China was the wedding, on Saturday afternoon at the Union Church, of Miss Anna W. Lucas, daughter of Mr. and Mrs. Lucas of Amoy, while the groom, a graduate of the University of Denver (U.S.A.), is a rising physician of this port. Though Chinese by birth, both have adopted European costume, says the *V.C.D. News* of the 8th inst.; the bride looked very charming in her dress of crepe de Chine, carrying a handsome bouquet of ferns and roses, and the groom wore the conventional frock coat and silk hat. The Rev. F. Ohlinger was the officiating clergyman, the Rev. W. H. Lacy, a former teacher of the groom, gave the bride away, and Mr. W. Yen acted as best man. Little Miss Katie Ewleigh, as maid of honour, captivated all with her sweet presence. Beautiful and appropriate music was kindly supplied by Mr. Ernest Hall. The reception was given at the house of the Rev. and Mrs. W. H. Lacy, where a large circle of friends assembled, and speeches were made by Dr. Sites, of Nanyang College, and the best man, the groom's cousin, Mr. W. H. Lacy. Many beautiful and useful presents were received.

CHINA exchanges give so interesting facts showing that in spite of facilities which travel now affords, and the extent of commerce between Europe and China, it appears, according to the statistics issued by the Imperial Chinese Customs, that in 1903 there were only 20,404 foreigners resident in China, by far the greater number being Europeans. Of these, Britishers head the list with a total of 1,662, while the Japanese come next with about four hundred fewer. The Americans have about two thousand and five hundred residents, and the Portuguese, including the natives of Macao, are fourth, with just under two thousand representatives. The German number over sixteen hundred, while the Russians were only three hundred and thirty-one. This is probably owing to the fact that Manchuria was, when the census was taken, looked upon as belonging to Russia, and not to China. Spaniards, Italians, Danes, Austrians, Swiss, and Norwegians are among those having residences in China, and the list is wound up by twenty-two Koreans, three Brazilians, and two Peruvians. It is worth noting that the foreigners in China doubled between 1893 and 1903, and that in that period the Japanese increased tenfold. In another ten years' time the Japanese will no doubt head the list by a large majority, says the *Japan Chronicle*.

ON account of the number of complaints lately made to the detective department of burglarious entries being made into houses in the early hours of the morning, a number of detectives have been lately specially deputed to watch the movements of all suspicious-looking characters, and arrest them if necessary. On Thursday one of these detectives was standing in a doorway in West Street, a man came up to him and asked him what he was doing there. The detective said "My duty." He was then asked who he was and said he was a detective, but his interlocutor said he did not believe him, and he must give him proof. The detective thereupon produced his official card, but the other man still refused to believe the detective's story, and said he should search him. The detective then, in his turn, asked the other who he was, and was told an ex-cis officer, and he must be searched. This was objected to, and the ex-cis man summoned to him a crowd of his colleagues, and after assailing the detective, they searched him, but found nothing. The detective then arrested his assailant and took him to the station where he was charged with assault, and interfering with the detective in the execution of his duty. It was pointed out, when the case came before Mr. G. N. Orme, that it was useless for the detective police to try and do their duty if they were to be unwarrantably molested by the ex-cis men.—His Worship ordered the ex-cis man to enter into a bond for \$100 to be of good behaviour for 12 months.

FIVE applicants for positions as harbour pilots were examined at the Harbour Masters' office on Wednesday. Two of them—Lao Wai Kum and Lou Seng—were successful. The board was composed of Mr. R. Basil Taylor, Lieut. McCollum, R.N., and Capt. T. P. Hill and Capt. F. Brown.

THE case in which Mr. Havas of the Sandow Company issued a writ against Mr. Sandow for damages for wrongful dismissal, has been settled out of Court, says the *Strait Times* of 7th inst. The circumstances of the case are no doubt yet fresh in the public memory. Mr. Havas, who is one of the exponents of Sandow's methods of physical culture, joined his company in Europe. He is an expert fencer and by nationality is a naturalised British subject though born in Poland. The allegation made against him when he was discharged from the troupe in Penang was that he had gone on the stage for the worse for liquor. This he denied. The case has been mutually settled by the payment to plaintiff of a sum of £75.

We are glad to find that the police are taken measures to put a stop to the many acts of cruelty which are perpetrated on some of the pig junks arriving in the Colony. By the time the "porkers" reach Hongkong they are in such a condition that many of them are unable to move for several hours, and then only after constant prodding on the snout with a pointed stick in the police muzzles when he heard a most unusual squealing of pigs on board of a junk, and upon investigating found the animals stowed in such a way that many of them must have been suffering excruciating pains. In fact one of the pig's forelegs was broken. Mr. Orme marked his disapproval of such cruelty by fining the junkman \$25 or a month.

IN the Court of Summary Jurisdiction in Hongkong on Monday, before His Honour Mr. A. G. Wise, Puisse Judge, Lok Tsin Tong sued U Chiu, Puisse for \$15 odd, the balance of a debt due for goods delivered. The defendant sought to saddle a former employer, who has disappeared from Hongkong, with the debt, and he was represented by Mr. G. E. Morrell, of Messrs. Denys & Bowley. The plaintiff, who keeps a grocery's shop at 356, Des Voeux Road West, stated that he supplied goods to the defendant to the amount of \$42 odd. The defendant had paid two instalments of \$25, together leaving some \$15 still to be paid. Witness proved that the goods had been sold and delivered to the defendant and that he had paid two instalments. The defendant, however, maintained that he was working for a man named U Ling when the goods were obtained, and that his employer has a contract on a local steamer. "I don't know the plaintiff," I have never been in his shop," remarked the defendant. He brought his present employer to prove something, and the employer started to speak in Chinese, but presently to the amusement of the Court he was speaking English as if to the manner born. The only words he failed to utter were "wealthy" and "rich." Asked if U Ling was the missing employer of the defendant, was a "wealthy" man, the witness gasped in despair at the interrogator, until it was put colloquially—"Have got plenty cash." The witness's face lighted up as he replied "Have got." His Lordship in giving judgment observed: "I have no hesitation in saying that, your client, the defendant, is a little story-teller." Judgment for plaintiff with costs.

ON Thursday, before Mr. F. A. Hazeldan, Li Yun, 14, and Wong Kim, seamen of j. k. No. 31, 84, were charged with being in unlawful possession of 71 cartons of gunpowder, three cases of cartridges, a quantity of fuses, detonators and dynamite, without the authority and permission of the Captain Superintendent of Police, and further, having the explosives on board and anchor the boat within 500 yards distance from other boats in Yaumati Bay, on the 12th inst.—Inspector Macdonald said, that on account of information received a Chinese constable went on board the defendant's junk, and found three boxes of cartridges. He then arrested the defendants and took them to the station, leaving another constable on board. Later he returned to the junk, and in the stern of the boat found five bags of gunpowder. The first defendant then produced the key of the locker, and on opening it witness found six packages of detonators, and in the hold he found a quantity of fuses and dynamite. Defendants had no licence. The second and third defendants were the first defendant's *jobis*. When he boarded the junk she was within 500 yards of other boats in Yaumati Bay.—The first defendant said the matter was away, and he knew nothing whatever about the matter. The second defendant said he did not know the matter had any explosives on board. He was taking rice when he was suddenly arrested. The third defendant said he was only a servant on board. He did not know anything about the matter, nor did he know where the master was.—His Worship said it looked as if this story of the master being away and his whereabouts unknown was all a dodge of the defendants, but he would give the first defendant a last chance of an adjournment if he wished to find the master. The first defendant remanded until to-morrow for his *Worship* consider the degree of liability of the men. If not the master of the junk the first defendant was at least in possession of the key where some of the explosives were found.

THIS case in which Sapper H. Wells was charged with noise and disorderly conduct, Ship Street on Thursday night last was resumed before Mr. P. A. Hazeldan on Tuesday. The case had been remanded to allow defendant to get his witnesses, but in this he failed. Asked what he had to say the defendant told a remarkable story of unprovoked assault upon him by constable McKay, assisted by constable Hynes, while he was acting the part of a good Samaritan to a sailor sleeping in the street, whom the police were "interfering with," and also said that constable Hynes challenged him to meet him when off duty and he would fight him. He added that five or six sailors followed him, and that the police were "behaving brutal" to him, but they did not offer him assistance, or protect to the police against the alleged brutality. One sailor afterwards, when he was knocked down, by a blow under the jaw, as he alleged, from constable McKay, did come to his assistance, but defendant did not ask him to, nor speak to him. Then they all had "a bit of an argument" and then he was arrested and taken to the Station. Inspector Gaud said there had been many complaints made against the defendant, by the police of the district, for his interfering with them in the execution of their duties, but this was the first time he had been charged. He was a great trouble to the Police. His *Worship*, addressing defendant, said: "I find the charge proved and you are convicted. As this is the first time you have been charged I shall deal leniently with you, and inflict what I consider a very lenient penalty upon you, to give you another chance. But you are a very troublesome person, and I warn you, and I want to impress this upon you, that you must behave yourself for the future; if you ever appear before me on any charge I will deal very severely with you, and will send you to a term of imprisonment with hard labour, without the option of a fine. You are warned, and you will pay a fine of \$7, or go to gaol for 14 days, and enter into a personal bond for \$100 to be of good behaviour for twelve months."

THE undermentioned arrived on the R.M.S. *Dufferin* on Thursday:—Royal Garrison Artillery—Major H. de T. Phillips, Lieut. H. W. T. Smith, and Lieut. H. P. Garwood; 19th Infantry—Lieut. W. H. (London); and Royal West Kent Regiment, 1st Color Sergeant, wife and child, 3 Rank and File, prisoner and escort.

By the s.s. *Benliff* another recruit, Kenneth McLellan, arrived to join the Hongkong Police Force, after serving in the Glasgow Force. The new constable is a cousin of Mr. McLellan, late Inspector of Police here, who was the best shot in the force, and who reined some two or three years ago. Mr. Kenneth McLellan was sworn in as a constable before Mr. F. A. Hazeldan on Thursday.

BEFORE His Honour, Mr. A. G. Wise, Puisse Judge, on Wednesday, the case of Mr. Yau K. and Max Yau Si against Lung Yau and Ho Kong concluding for \$300 in respect of rent for a steam launch under charter party was heard. Mr. F. X. d'Almeida Castro appeared for the plaintiffs and Mr. F. P. Hett represented the defendants. After evidence has been led, the Court found for the defendants with costs.

THE following telegraphic information, dated 1st inst., has been received from the Sumatra Director and Manager of the Maatschappij Myn-Borchen Landbouwexploitatie in Langkat, Lid.:—
 Daily aggregate output of Crude Petroleum in Tanks at date 140,000
 Kerosene made since the date of the preceding half-monthly telegram Cases 74,000
 Kerosene shipped since the date of the preceding half-monthly telegram 43,000
 Kerosene in stock at refinery at date 79,000

IN the Court of Summary Jurisdiction on Thursday—before His Honour Mr. A. G. Wise, Puisse Judge—Cheng Po, ing, engineer, 65, Kennedy Street, Yaumati, sued the Kin Cheong Kun Sze, brick-makers, 67, Kennedy Street, Yaumati, for the sum of \$320.00 being a balance due by the defendants for wages. The plaintiff was represented by Mr. C. H. Davis, of Messrs. Wilkinson & Gait. The defendants did not appear nor were they represented. The plaintiff had earned \$420 for the period between 24th October, 1904, and 18th May, 1905—being paid at the rate of \$60 a month. He had also supplied provisions to workmen from 5th February to 8th March at a cost of \$11.50. The sum of \$207.30 had been paid on account, however, leaving \$320.20 still due. Judgment was given for the plaintiff with costs.

NOTWITHSTANDING that the rain continued to fall up to perilsously close to the hour, His Excellency had selected for being "at home" to his young friends at "Mountain Lodge," the Peak, on Saturday, the weather cleared suddenly and an ideal evening resulted for the function. In all there were some 100 little ones present, and everything that could be done for their entertainment and amusement was done. Capt. Arbuthnot-Liffie and Mr. E. A. H. Henshaw being most indefatigable in looking after the general comfort and enjoyment of His Excellency's guests. "Half-time" was marked by a temporary cessation of the games and rare in progress, an adjournment being made to the marquee where all sorts of good things were lavishly laid out for the youngsters' delectation. Games again were resumed and continued until nearly seven o'clock when the watchful parents and guardians mustered their charges, and took them, reluctantly, home, each child's arms being laden with the presents and prizes bestowed by His Excellency's generous thought, and the crowd of happy little faces spoke volumes for their appreciation of the royal good time that had been provided for them.

CHINA COAST METEOROLOGICAL REGISTER.

July 13th, 1905, A.M.

	Bar.	Th. Hu.	Wind.	W.
Vladivostok	29.84			
Nemuro	29.84		NE	2
Hakodate	29.80			
Tokio	29.86		S	6
Kobe	29.91			0
Nagasaki	29.95			0
Kagoshima	29.95		NW	3
Oshima	29.96		S	2
Naha	29.97			0
Yokohama	29.97		NE	2
Fukuoka	29.97			0
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